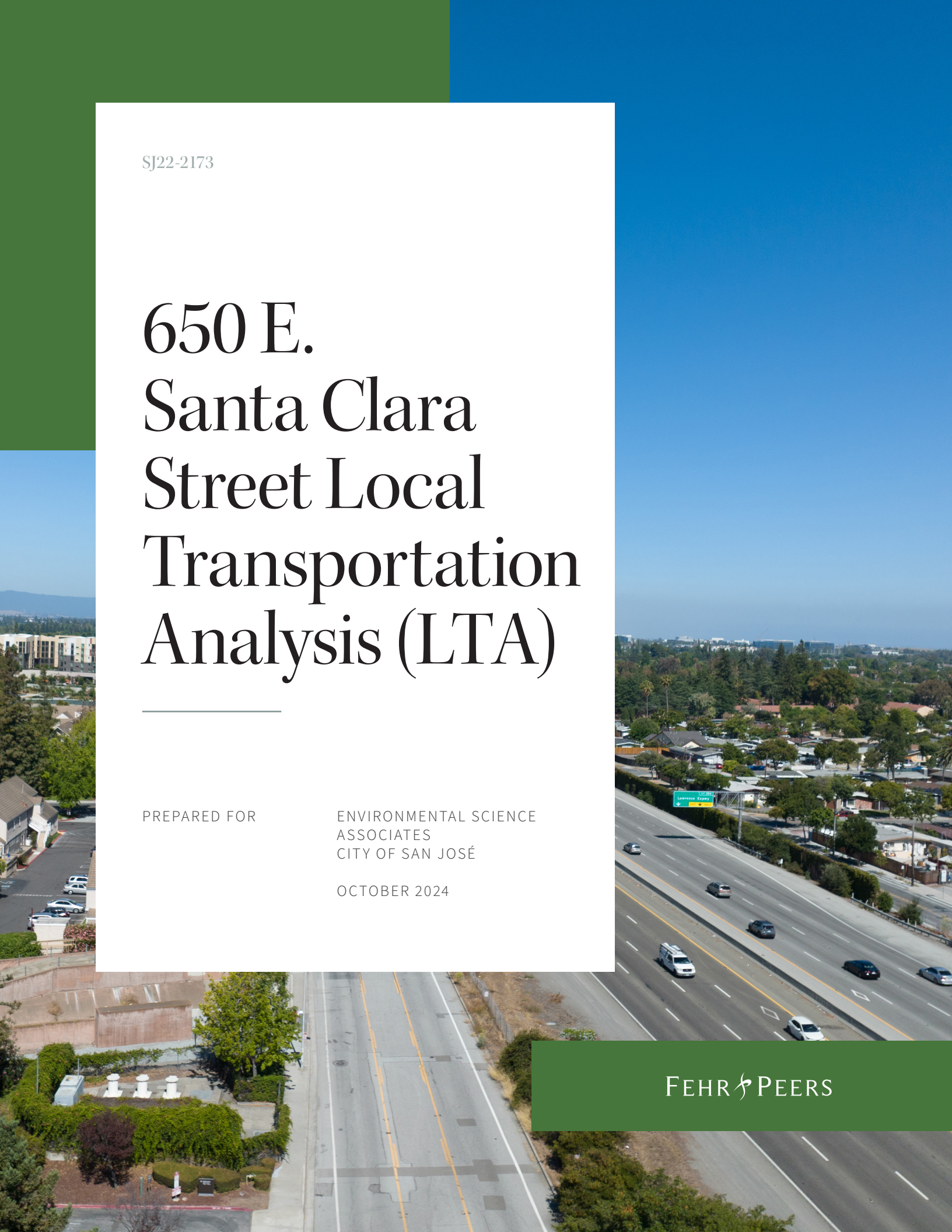
SJ22-2173

650 E. Santa Clara Street Local Transportation Analysis (LTA)

PREPARED FOR

ENVIRONMENTAL SCIENCE ASSOCIATES
CITY OF SAN JOSÉ

OCTOBER 2024



FEHR PEERS

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Prepared for:
Environmental Science Associates
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1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) for the 650 East Santa Clara Street mixed-use development. This chapter discusses the LTA purpose, Project description, study area, analysis scenarios and methods, and report organization.

Purpose

The purpose of the LTA is to establish a local transportation system that is reflective of both land use context and multimodal functions. The LTA ensures that the type, character, and intensity of land uses along a street are appropriate to the primary function of the adjacent street network. Project effects on the transportation system were evaluated consistent with Council Policy 5-1 following the guidelines in the City of San José's 2023 *Transportation Analysis Handbook* ("*Handbook*").

Project Description

The proposed Project is located at 650 East Santa Clara Street in San José, California. The Project will replace an existing office building with the construction of a six-story, 87,750 square foot (s.f.) mixed-use building consisting of 7,012 s.f. of retail space, 7,171 s.f. of office space, and 50 residential units. In addition, the Project will be required to construct or modify the following:

- Bulb-outs and ADA curb ramps at the southeast and southwest corners of the East Santa Clara Street and 14th Street intersection.
    - The existing small portion of median island at the northbound approach on 14th Street intersection will need to be removed or modified.

The Project will also provide contribution to support the future construction of a raised median island along East Santa Clara Street from the 14th Street intersection to the existing westbound left-turn lane at the 13th Street intersection per the adopted *East Santa Clara Street Urban Village Plan*.

Figure 1 shows the location of the Project site, the surrounding transportation network and study intersections. The Project site plan is presented on **Figure 2**.

Scope of Study

The City of San José Transportation Analysis Policy (Council Policy 5-1) requires projects to conduct an LTA to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan, and to address adverse effects to the transportation system. The LTA evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate

area of the Project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures the local transportation system is appropriate for serving the types, characters, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle trips and increase alternative transportation mode share; and
3. Addresses issues related to operations and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

The focus of the LTA for the Project is on pedestrian, bicycle, and transit access and capacity constraints. The City's *Handbook* also includes specific topics related to site access and circulation.

Study Area

The study area for this LTA focuses on transportation facilities near the Project site.

Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Study intersections were selected in consultation with City of San José staff and focus on intersections that are directly adjacent to the Project. These locations (under the jurisdiction of the City of San José) include the following:

1. East Santa Clara Street and 14th Street (unsignalized)
2. East Santa Clara Street and 13th Street (signalized)

Analysis Scenarios

The analysis was conducted during the morning peak hours occurring between 7:00 and 9:00 AM and the evening peak hours occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing traffic volumes obtained from traffic counts.

Scenario 2: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed developments in the area as summarized in the City's Approved Trip Inventory (ATI).

Scenario 3: *Background with Project Conditions* – Scenario 2 volumes plus traffic generated by the Project.

Scenario 4: *Cumulative Conditions* – Scenario 3 volumes plus traffic generated by pending projects.

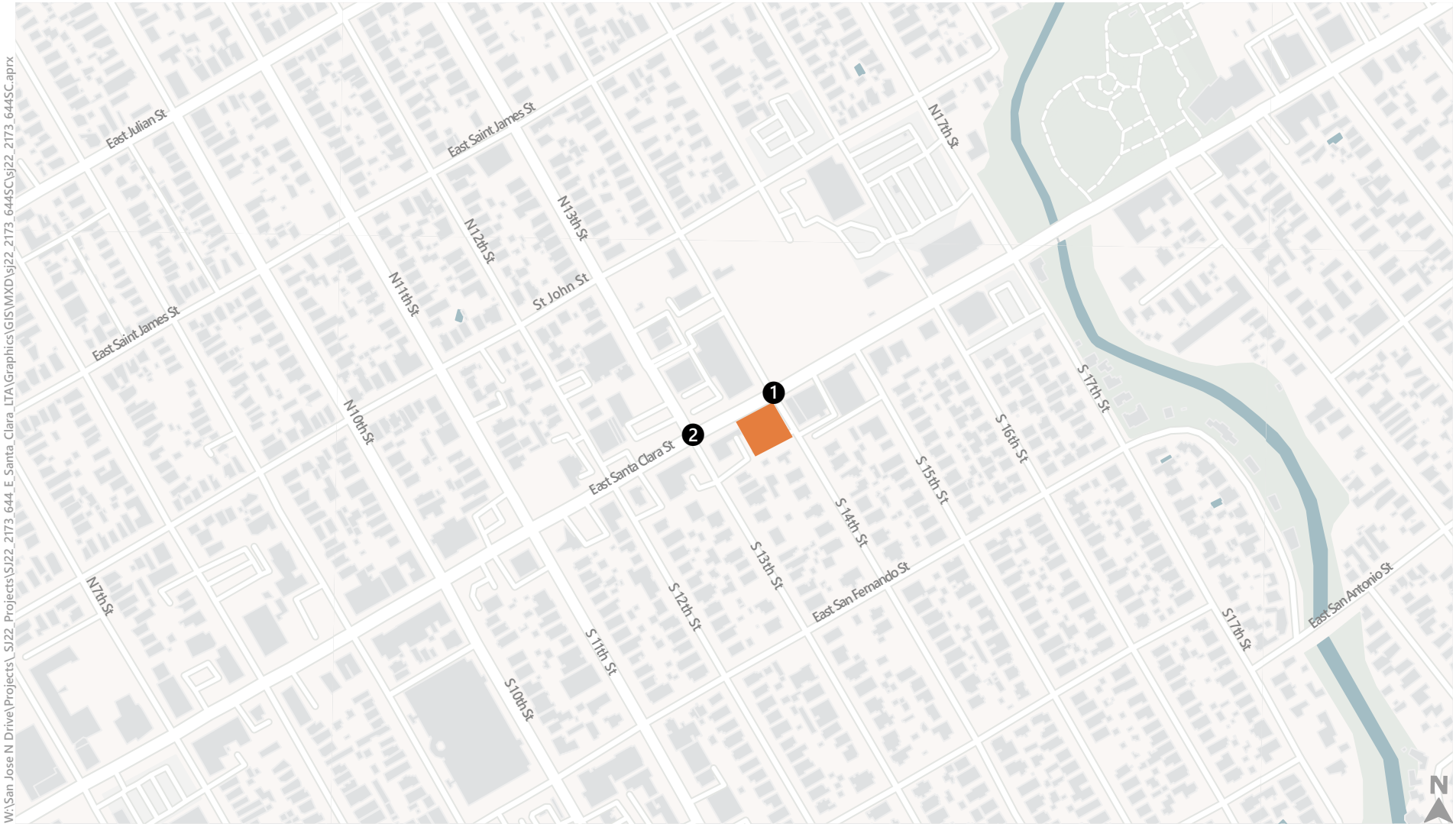

Figure 1

Project Location with Study Intersections

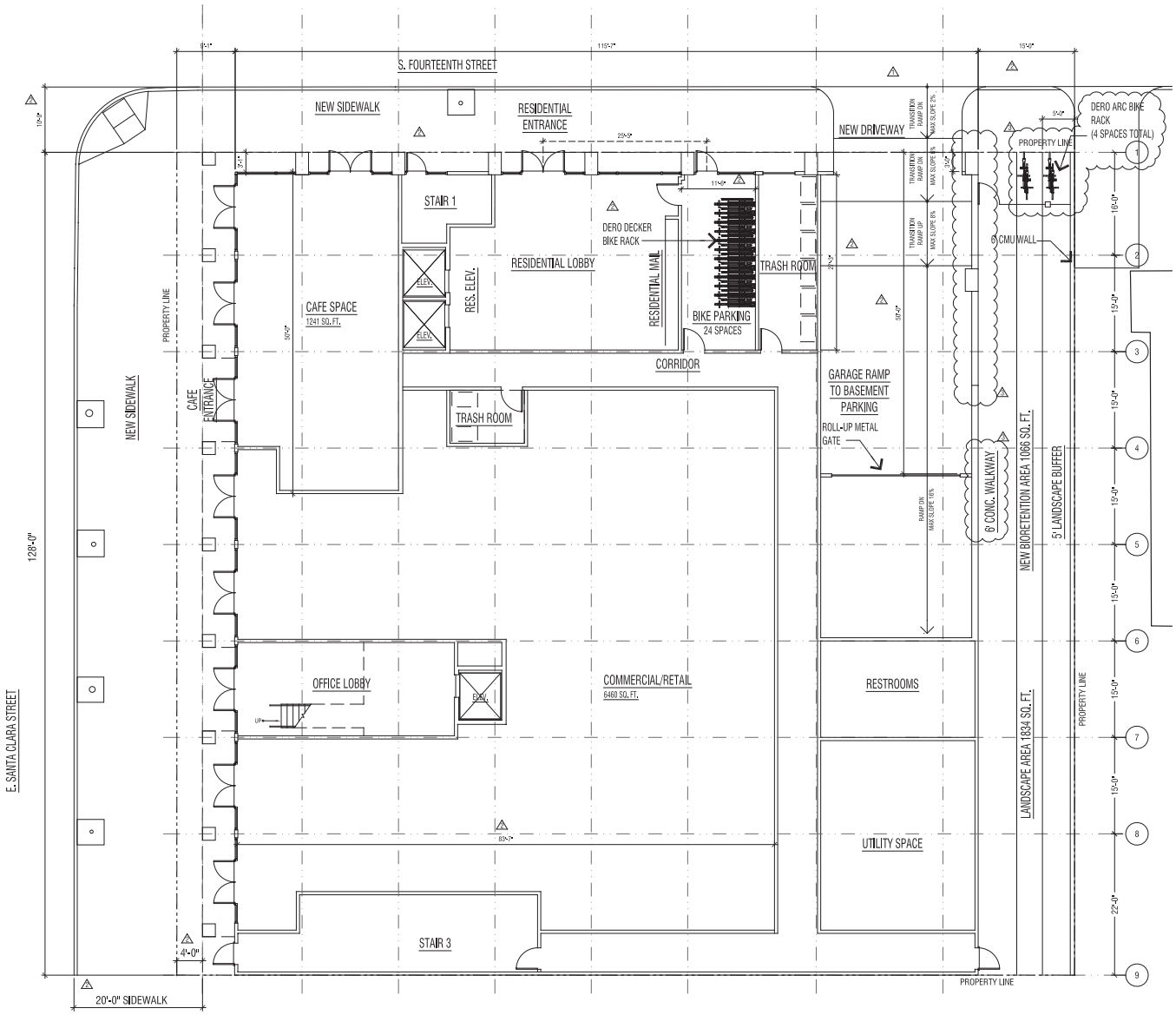

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Figure 2

Site Plan

Report Organization

This report is divided into nine additional chapters as described below:

- **Chapter 2 – CEQA Transportation Analysis** presents the vehicle miles traveled (VMT) screening process and discusses general plan consistency.
- **Chapter 3 – Analysis Methods and Deficiency Criteria** presents the analysis methods and deficiency criteria for study intersections.
- **Chapter 4 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection operations and field observations.
- **Chapter 5 – Background Conditions** presents intersection operations without the Project under Background Conditions.
- **Chapter 6 – Project Traffic Estimates** describes the Project trip generation, distribution, and assignment methods for intersections.
- **Chapter 7 – Background with Project Conditions** presents intersection operations with the Project under Background Conditions.
- **Chapter 8 – Cumulative Conditions** presents intersection operations with the Project under Cumulative Conditions.
- **Chapter 9 – Transportation Deficiencies and Improvements** presents the transportation effects of the Project based on the deficiency criteria and identifies improvements to address Project-caused deficiencies in the study area.
- **Chapter 10 – Site Access, On-Site Circulation and Parking** describes Project access and circulation for all travel modes.

2. CEQA Transportation Analysis

VMT can be a useful metric in understanding the overall effects of a project on the roadway system. It is the sum of each generated vehicle trip multiplied by the length of their trip to and from the site on an average weekday. For example, a vehicle driven one mile is one VMT. Therefore, a project with a high VMT would have a greater effect on the roadway system than a project with a low VMT.

SB 743 is California's law to replace level of service (LOS) with VMT in environmental review. This shift toward VMT aligns with San José's long-term goal of reducing drive-alone trips and increasing the use of walking, bicycling, and transit modes. The benefits of reducing drive-alone trips and increasing the use of other modes include reduced energy consumption, reduced greenhouse gas emissions, and support of healthier communities. Strategies from the *Envision San José 2040 General Plan* to address VMT include the following:

- TR-9.1: Enhancing and expanding walking and bicycle facilities to facilitate non-automobile trips
- TR-8.3 through TR-8.10: Supporting parking strategies such as parking supply limits, pricing, car share programs, and unbundled private off-street parking to encourage the use of non-automobile modes
- TR-7.1: Requiring large employers to develop and maintain TDM programs to reduce vehicle trips
- TR-3.5 Increasing transit frequency and service along major corridors and to major destinations

The City of San José developed the *Handbook* which provides guidance on project screening criteria, thresholds of significance for environmental clearance for development projects, a framework for transportation analyses based on the City's policies and *Envision San José 2040 General Plan*, and methodologies for VMT analysis.

This chapter provides a description of the vehicle miles traveled (VMT) screening process and discusses the Project's consistency with *Envision San José 2040 General Plan*.

VMT Screening

The first step is to determine whether the Project passes the VMT screening criteria included in **Table 1**. According to "Table 1 Screening Criteria for CEQA Transportation Analysis for Development Projects" in the City's *Handbook*, the office and retail components of the Project would meet the VMT screening criteria as a small office infill of 10,000 s.f. gross floor area or less and local-serving retail with 100,000 s.f. of total gross floor area or less without drive-through operations, respectively. The proposed Project includes 7,171 s.f. of office space and 7,012 s.f. of retail space, which meets the City's VMT screening criteria. Additionally, the residential component of the Project would also meet the VMT screening criteria as the Project is located in East Santa Clara Street Urban Village planned growth area, is near high-quality transit with the closest bus stop for Bus Routes 22 and 23 and meets the City's transit-supporting project

density (50 dwelling units / 0.41 gross acre site = 122 dwelling units per acre), and active transportation requirements. Therefore, the proposed Project meets the VMT screening criteria and does not require further VMT analysis. The full VMT summary report is included in **Appendix A** for informational purposes only. The Project would generate per capita VMT and per non-industrial worker VMT below the City's threshold and thus would be considered to have a less-than-significant VMT impact.

Table 1: Screening Criteria for CEQA Transportation Analysis for Development Projects

Project Type	Screening Criteria
Small Infill Projects	• Office projects of 10,000 square feet of gross floor area or less; • Industrial projects of 30,000 square feet of gross floor area or less; • Single-family detached residential projects of 15 or fewer units; • Single-family attached or multi-family residential projects of 25 or fewer units; • Hotel or motel projects of 100 or fewer rooms
Local-Serving Retail	• Retail projects of 100,000 square feet of total gross floor area of less without drive-through (1)
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects
Office Projects or Components	• Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • High-Quality Transit: Located within ½ a mile of an existing major transit stop (2) or an existing stop along a high-quality transit corridor (3) ; AND • Low VMT: Located in an area in which the per-capita or per-employee VMT is less than or equal to the threshold of significance for the land use; AND • Transit-Supportive Project Density: Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR, the maximum density allowed in the General Plan Land Use Designation must be met; AND • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure (4)
Residential Projects or Components	• Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • High-Quality Transit: Located within ½ a mile of an existing major transit stop (2) or an existing stop along a high-quality transit corridor (3); AND • Transit-Supportive Project Density: Minimum of 35 units per acre for residential projects or components; If located in a General Plan Land Use Designation that has 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure (4)

Restricted Affordable Residential Projects or Components	• Affordability: 100% restricted affordable units [5], excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • High Quality Transit: Located within ½ a mile of an existing major transit stop [2] or an existing stop along a high-quality transit corridor [3]; AND • Transit-Supporting Project Density: Minimum of 35 units per acre for residential projects or components; If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure [4]

Notes:
1. Defined in the Council Policy 6-10, Criteria for the Review of Drive-through Uses.
2. Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").
3. Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").
4. Defined in Council Policy 5-1, Appendix A.
5. Defined in General Plan IP-5.12 as families earning 80 percent or less of the Area Median Income.

Source: City of San José *Transportation Analysis Handbook* (April 2023).

General Plan Consistency

According to *the City's Handbook*, projects must demonstrate consistency with the *Envision San José 2040 General Plan*, referred to as the General Plan, to address cumulative impacts. The determination of consistency with the General Plan includes a project's density, design, and conformance to the goals and policies set forth in the General Plan. This section describes the land use and transportation goals in the General Plan and the Project's consistency with those goals.

The proposed Project is consistent with the General Plan land use goals by developing in an identified Growth Area to preserve and protect the quality of existing neighborhoods.

The transportation goals in the General Plan aim to complete and maintain a multimodal transportation system with an emphasis on improvements of walking and bicycling facilities, and to maximize efficiency of the existing street system. The General Plan lists the Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled by employees and residents.

The Project is consistent with the General Plan land use and transportation policies shown in **Table 2**.

Table 2: Envision San José 2040 General Plan Land Use and Transportation Policies

Land Use	
LU-2.2	Include within the *Envision General Plan* Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas: • Local Transit Urban Villages – The Plan supports the opportunity for creating new mixed-use villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, Urban Villages located along Light Rail and BRT lines should provide more opportunity for retail and service jobs that benefit from close proximity to residential use.
Transportation	
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
TR-2.3	Construct sidewalks that are universally accessible and designed for use by people of all abilities.
TR-2.18	Provide bicycle storage facilities as identified in the *San José Bicycle Master Plan*.
TR-6.4	Plan industrial and commercial development so that truck access through residential areas is avoided. Minimize truck travel on streets designated in the Envision General Plan as Residential Streets.
TR-6.5	Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets. In Downtown and urban areas, particularly on small commercial properties, more flexibility may be needed.
TR-7.1	Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and reduce the vehicle trips.

Source: *Envision San José 2040 General Plan*, November, 2022.

3. Analysis Methods and Deficiency Criteria

The analysis methods used to evaluate intersection operations are described in this chapter. The determination of acceptable operating conditions is based on policies, regulations, goals, and guidelines defined by the City of San José. The operational deficiency criteria are also presented in this chapter.

Analysis Methods

Signalized Intersections Level of Service and Queuing Analysis

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of vehicular traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity at a signalized intersection, vehicles may wait through multiple signal cycles before traveling through the intersection; these operations are designated as LOS F. Examples of the various levels of service for a signalized intersection are illustrated on **Figure 3**.

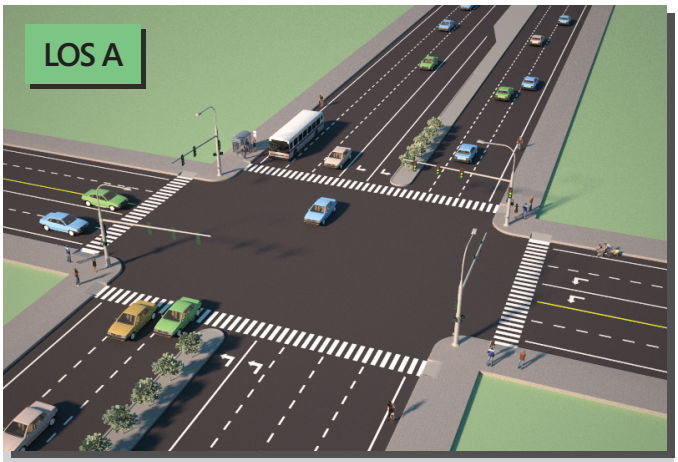
The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) is used to prepare LOS calculations for the study intersections. This level of service method, which is approved by San José and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using TRAFFIX 8.0 analysis software and is correlated to a LOS designation as shown in **Table 3**.

Table 3: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and / or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and / or short cycle lengths.	10.1 to 12.1 12.1 to 18.0 18.0 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.0 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V / C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V / C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

The queuing analysis assesses the available storage length of pockets and compares that to the projected queue length. Queuing analysis is conducted for movements where a) the movement has storage pockets, and b) the Project adds more than 10 peak hour trips to the movement.

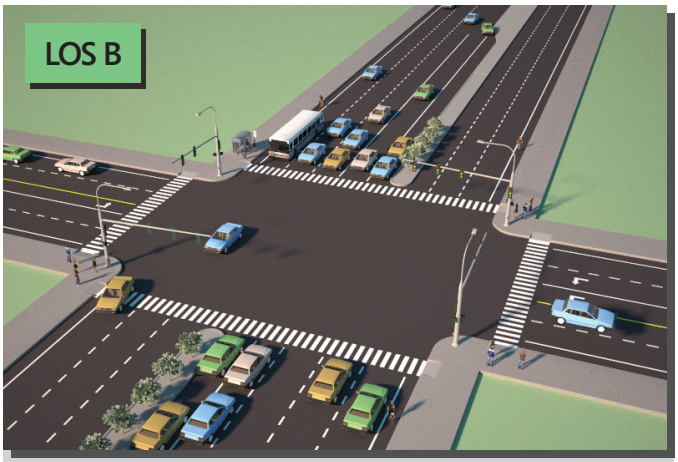


Intersection Operation: Free Flow

Degree of Delay: Negligible Delays

Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays

Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur

Intersection Operation: Stable Flow

Degree of Delay: Moderate Delays

Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur

Figure 3

Signalized Intersection Level of Service Examples

Unsignalized Intersections Level of Service and Queuing Analysis

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 Highway Capacity Manual* (HCM) (Transportation Research Board). LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 4** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 4: Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Delay per Vehicle (seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Traffic Level of Service Analysis Guidelines,* October 2014; VTA Congesting Management Programs, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

The queuing analysis assesses the available storage length of pockets and compares that to the projected queue length. Queuing analysis is conducted for movements where the movement has storage pockets. Using the intersection delay, 95th percentile queues are determined for each movement.

Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the City of San José and the Santa Clara Valley Transportation Authority.

Intersection Level of Service

Signalized Intersection

The deficiency criteria used to determine intersection operations effects on signalized intersections are based on City of San José level of service standards. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS D with the addition of project vehicle trips relative to existing conditions. For intersections already operating at LOS E or LOS F under the existing conditions, an adverse effect is defined by the following:

- An increase in average critical delay by 4.0 seconds or more and an increase in the critical V/C ratio of 0.010 or more; or
- A decrease in average critical delay and an increase in critical V/C ratio of 0.010 or more.

Unsignalized Intersection

An LOS analysis for unsignalized intersections is traditionally performed to determine the need to modify the intersection control type (e.g., all-way stop, signal). The City of San José does not have an adopted LOS standard for unsignalized intersections. Therefore, for the purposes of this analysis, a standard of LOS D or better is considered acceptable.

If an unsignalized intersections is significantly impact by the additional of project-generated traffic, then a signal warrant analysis may be needed. Signal warrant studies are performed to determine the need for installation of a traffic signal at an intersection are based on those included in the Manual on Uniform Traffic Control Devices (MUTCD).

Queuing Analysis

Queuing analysis was performed to identify where project traffic would increase vehicle queuing such that available storage capacity is exceeded. Queuing deficiencies are identified if the 95th-percentile queue length exceeds the available storage length for movements with storage pockets. Storage length is defined as the length from the stop bar to the point where queueing would interfere with the traffic flow in the adjacent lanes for other movements on a per lane basis.

Pedestrian and Bicycle

The existing *Envision San José 2040 General Plan* describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using both the General Plan and the City's *Handbook* as guides, significant deficiencies to these facilities would occur if a project or an element of the project meet the criteria below:

- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Conflicts with a plan, ordinance, or policy addressing the circulation system, including bicycle lanes and pedestrian paths.

Transit

Significant deficiencies to transit service would occur if the Project or any part of the Project conflicts with a plan, ordinance, or policy addressing the circulation system, including transit paths.

4. Existing Conditions

This chapter describes the Existing Conditions of the roadways, pedestrian and bicycle facilities, and transit service near the Project site. It also presents existing traffic volumes and operations for the study intersections.

Existing Street System

US Highway 101, Interstate 280, and State Route (SR) 87 provide regional access to the Project site. 13th Street, 14th Street, and E Santa Clara Street provide local site access. Each access facility is described below in more detail.

US Highway 101 is a north-south freeway located east of the Project site with four travel lanes in each direction. One travel lane in each direction is designated as a high occupancy vehicle (HOV) lane. US 101 extends between Southern California to the south and Washington to the north. Access to the Project site from US 101 is via East Santa Clara Street.

Interstate 280 is a primarily east-west freeway located south of the Project site with four travel lanes in each direction. I-280 extends between US 101 in San José and I-80 in San Francisco. Access to the Project site from I-280 is via 10th and 11th streets.

SR 87 is a primarily north-south freeway located west of the Project site with two general purpose lanes and one carpool lane in each direction. SR 87 extends between SR 85 to the south and US 101 to the north in the vicinity of the San José airport. Access to the Project site from SR 87 is via East Santa Clara Street.

East Santa Clara Street is a four- to six-lane Grand Boulevard which extends between US 101 to the east (where it becomes Alum Rock Avenue) and Market Street to the west where it continues as W. Santa Clara Street. As a Grand Boulevard, it serves as a major transportation corridor connecting City neighborhoods, with a priority for transit. East Santa Clara Street is directly adjacent to the Project site to the north and provides access to the Project site via 14th Street. The posted speed limit is 25 mph.

14th Street is a two-lane street that extends between Margaret Street to the south and Berryessa Road to the north. 14th Street is directly adjacent to the Project site to the east. 14th Street provides direct access to the Project site via the proposed driveway. The posted speed limit is 25 mph.

13th Street is a two-lane street that extends between Margaret Street to the south and E Hedding Street to the north. 14th Street is near the Project site to the west. The posted speed limit is 25 mph.

Existing Truck Routes

The City of San José does not have established truck routes; however, the City's *Municipal Code* Chapter 11.96 defines which streets have large vehicle prohibitions. Commercial vehicles exceeding seven tons are not permitted on 14th Street between Taylor Street and Santa Clara Street. Commercial vehicles exceeding five tons are not permitted on Santa Clara Street between 6th Street and 17th Street during certain times of day.

Existing Pedestrian Facilities

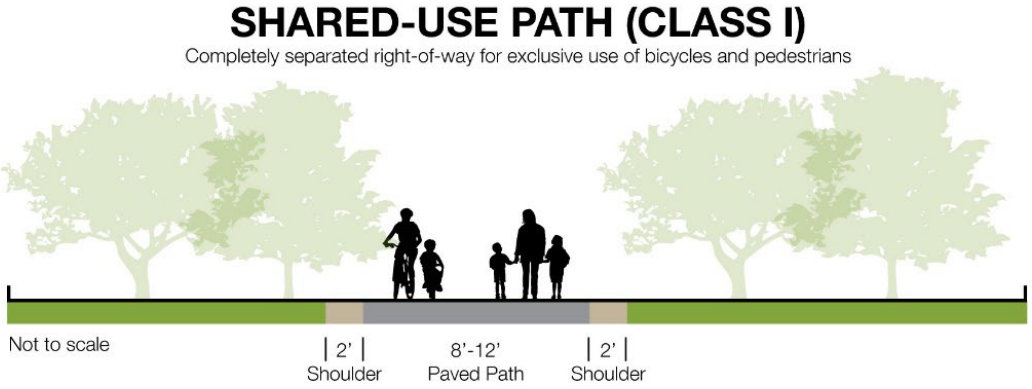
Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the Project site, including East Santa Clara Street and 14th Street, have continuous sidewalks on both sides of the roadway. The East Santa Clara Street and 14th Street intersection has no painted crosswalks. The East Santa Clara Street and 13th Street intersection is signalized and all four crosswalks are painted with standard markings.

The two major intersections nearest to the Project site, East Santa Clara Street and 13th Street, and East Santa Clara Street and 14th Street, have a mixture of directional and diagonal curb ramps on all approaches. Directional curb ramps are used on the southeast corner of the East Santa Clara Street and 14th Street intersection.

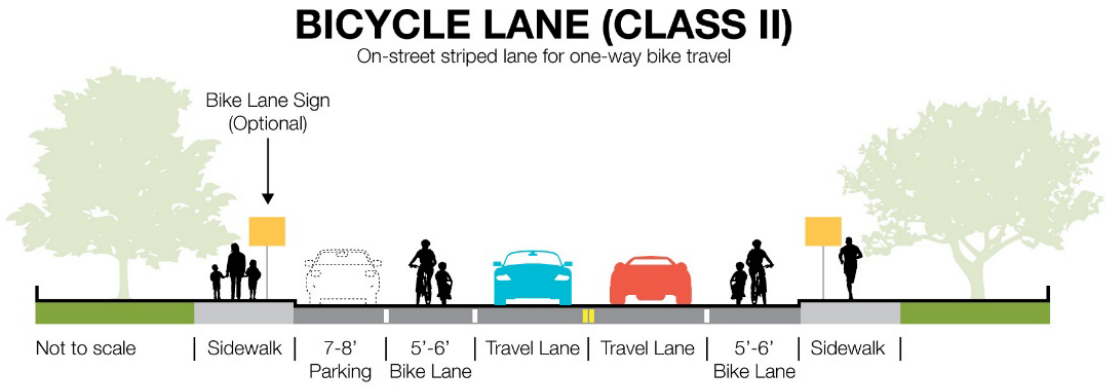
Existing Bicycle Network

The four classes of bicycle facilities in San José are described in the *San José Better Bike Plan 2025* (2020). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

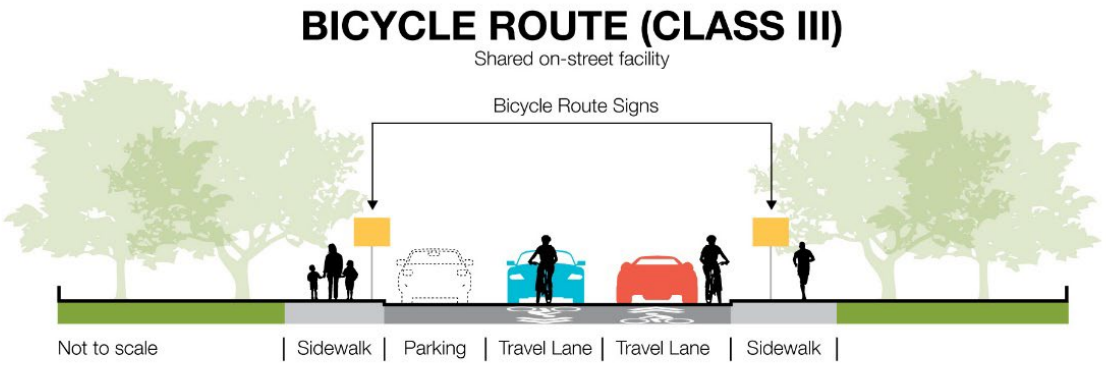
Class I Bikeway (Shared-Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



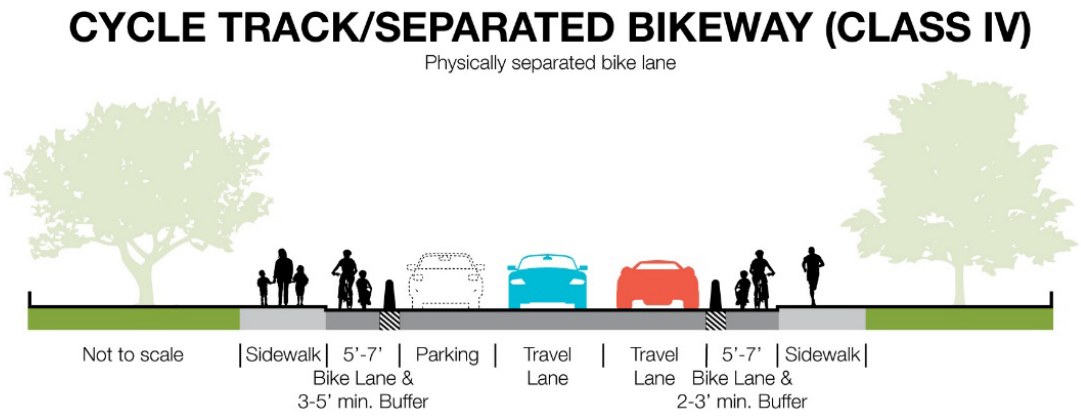
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.

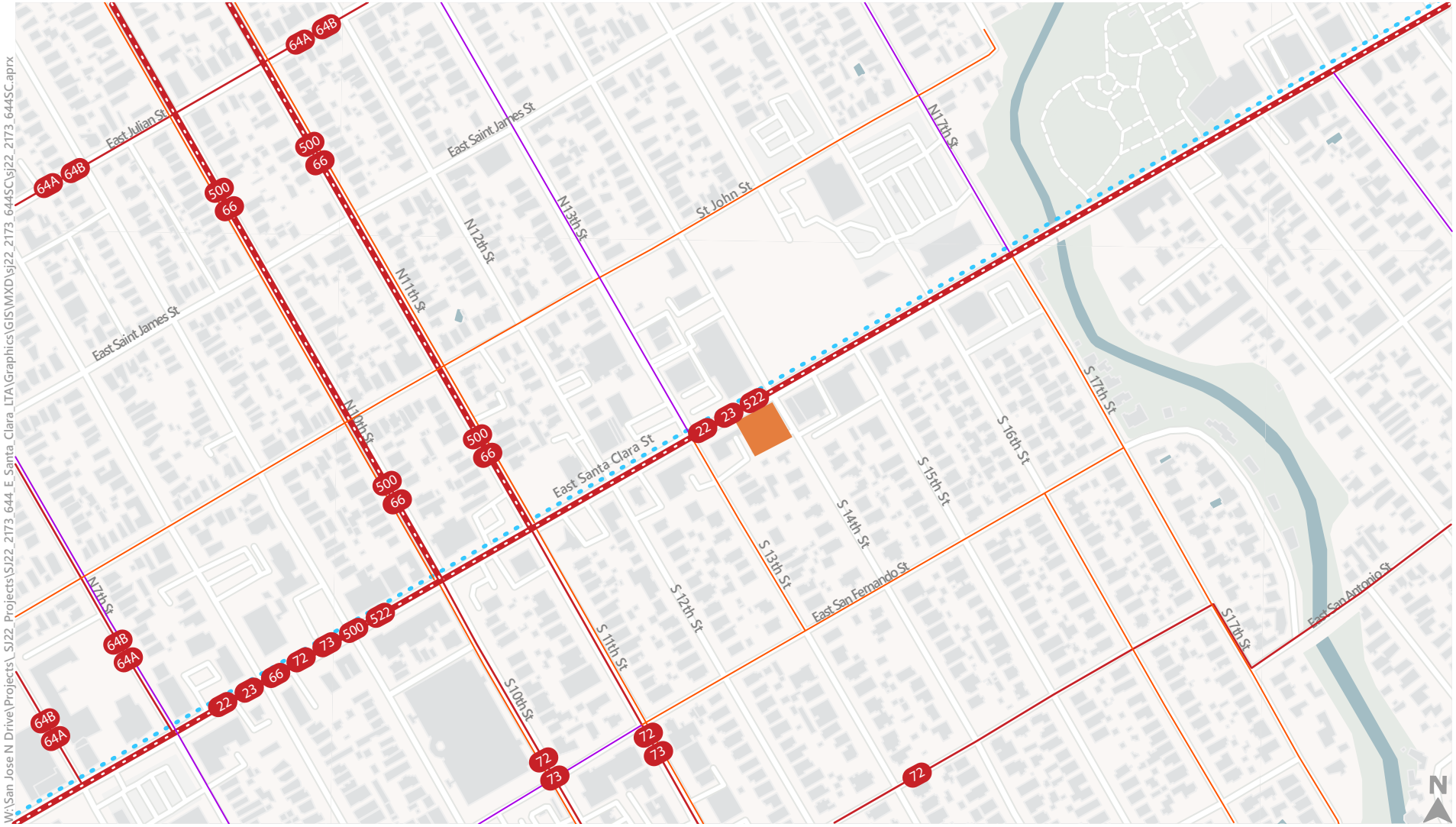


Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

Existing bicycle facilities are shown on **Figure 4**. There are Class II bike lanes on 10th Street, 11th Street, 13th Street and 17th Street near the Project. 13th Street transitions from a Class II bike lane to a Class III bike route south of East Santa Clara Street until San Fernando Street. San Fernando Street, St. John Street, 16th Street, and 17th Street are all classified as Class III bike routes. San Fernando Street transitions from a Class III bike route to a Class II bike lane between 10th and 11th streets, then transitions again to a Class IV separated bikeway west of 10th Street. The *San José Better Bike Plan 2025* proposes to construct a Class IV bikeway on 10th and 11th Streets.



Project Site

Transit

- Frequent Bus
- Rapid Bus
- BART (Future)

Existing Bike Facilities

- Class I
- Class II
- Class III
- Class IV

Figure 4

Existing Transportation Facilities

Existing Transit Service

Bus and light rail service in San José are operated by the VTA. **Table 5** summarizes the existing transit services near the proposed Project at 650 East Santa Clara Street. Existing bus routes are illustrated on **Figure 4**.

VTA bus routes 22 and 23 stop in front of the Project site along East Santa Clara Street. For passengers heading westbound on East Santa Clara Street, the bus stop is about a 125-foot walk from the Project, directly across the street. For travelers heading eastbound on East Santa Clara Street, the bus stop is about a 125-foot walk from the Project near the corner of East Santa Clara Street and 13th Street. The nearest 522 rapid stop is located near East Santa Clara Street and 17th Street intersection. The nearest 72 stop is located East San Fernando between 7th Street and 8th Street going westbound and between 6th Street and 7th Street going eastbound.

The BART to Silicon Valley Phase II extension will pass underneath East Santa Clara Street in front of the Project with the closest BART station located in Downtown San José.

Table 5: Existing Transit Services

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service								
22	Palo Alto Transit Center	Eastridge Transit Center	4:20 AM – 3:00 AM	15	5:00 AM – 3:00 AM	15	5:00 AM – 2:00 AM	15
23	De Anza College Transit Center	Alum Rock Station	5:00AM – 1:00 AM	15	6:00 AM – 1:00 AM	15	6:00 AM – 1:00 AM	15
72	Senter & Monterey	Bassett Terminal	5:30 AM – 10:30 PM	15	7:00 AM – 10:30 PM	30	7:30 AM – 10:00 PM	30
522	Palo Alto Transit Center	Eastridge Transit Center	5:30 AM – 11:10 PM	15	6:00 AM – 11:10 PM	20	6:00 AM – 10:00 PM	20

Notes:
1. Weekday and weekend service as of December 2022.
2. Headways are defined as the time between transit vehicles on the same route.

Sources: VTA, 2022.

Existing Intersection Level of Service and Vehicle Queuing

Existing intersection lane configurations, traffic controls, and peak hour traffic counts, as shown in **Figure 5**, were used to calculate level of service and vehicle queuing at the study intersections during the AM and PM peak hours. Traffic counts for the study intersections are presented in **Appendix B**. The Existing Conditions intersection analysis results are shown in **Appendix C**. The results are presented in **Table 6** and **Table 7**.

Table 6: Existing Intersection Level of Service

#	Intersection	Control	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Existing	
					Delay[3]	LOS[4]
1	East Santa Clara Street and 14th Street	SSSC[5]	San José (D)	AM PM	1.0 (18.2) 1.1 (19.7)	A (C) A (C)
2	East Santa Clara Street and 13th Street	Signal	San José (D)	AM PM	14.5 14.2	B B

Notes:
1. Intersection jurisdiction and associated LOS threshold applied.
2. AM = morning peak hour, PM = evening peak hour.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*. Total control delay for the worst movement is presented in parentheses for side-street stop-controlled intersections. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.
5. SSSC = Side-street stop controlled.

Source: Fehr & Peers, 2023.

The results of the queuing analysis indicates that the southbound left movement at the East Santa Clara Street and 13th Street study intersection has a queue that exceeds the available storage length during the PM peak hour.

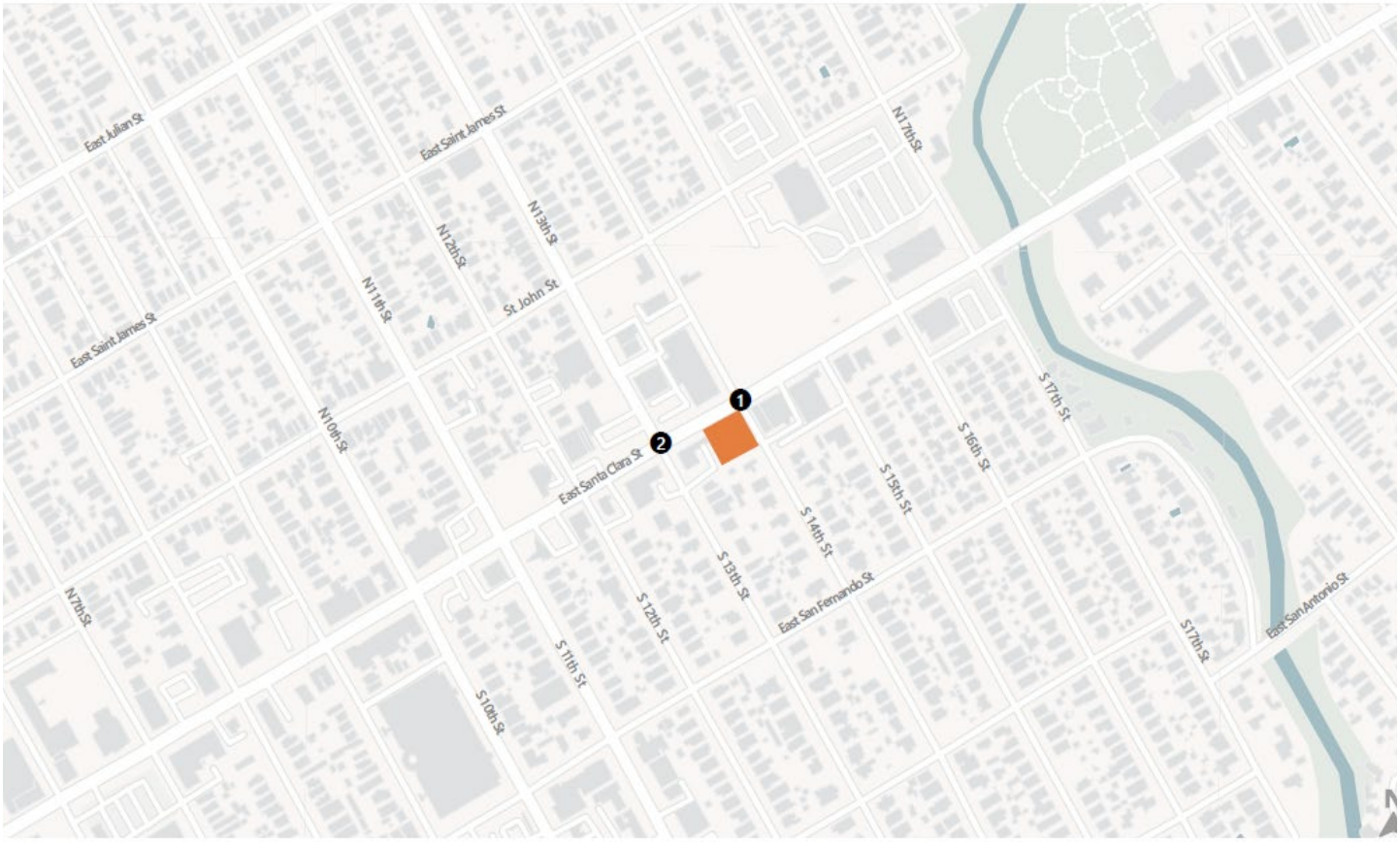
Table 7: Existing Queuing Analysis

#	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)
					Existing
1	East Santa Clara Street and 14th Street	Eastbound Left	125	AM	0
				PM	0
2	East Santa Clara Street and 13th Street	Eastbound Left	125	AM	50
				PM	25
		Southbound Left	105	AM	25
				PM	**150**
		Westbound Left	100	AM	0
				PM	0

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2023.

Field Observations

Field observations were conducted in December 2022 while area schools were in session to verify LOS calculations and observe overall transportation characteristics at the study intersections, including existing lane geometries, signal controls, bicycle facilities, pedestrian facilities, and transit facilities near the Project site. Intersection operations, including intersection delay, queue lengths, and signal timing parameters, were used to verify the LOS calculations shown in **Appendix C**. Field observations were consistent with LOS calculation results.



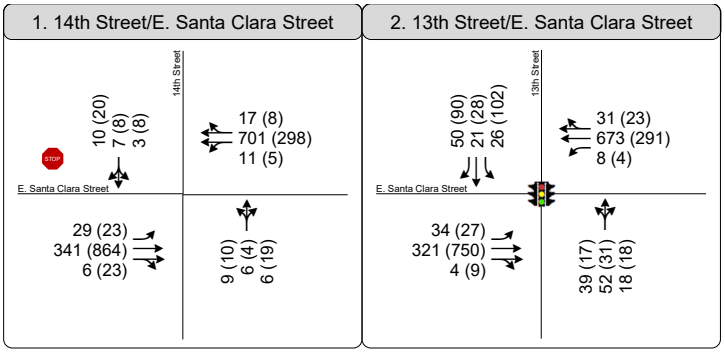


Figure 5

Existing Lane Configuration, Traffic Control, and Peak Hour Traffic Volumes

5. Background Conditions

This chapter presents the findings of the transportation analysis under Background Conditions. Background Conditions are defined as conditions just prior to completion and occupancy of the Project. Traffic volumes for Background Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area.

Background Roadway Infrastructure Improvements

There are no planned transportation improvements within the study area under Background Conditions that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented in Existing Conditions.

Background Traffic Volumes

Background Conditions include traffic generated by development projects that are either under construction or are approved, but not yet constructed, within proximity of the Project study area. Information about these development projects was obtained from the planning department of the City of San José. Based on that information, the following development projects were included under Background Conditions:

City of San José Background Development Projects

- North San José Legacy
- River Park II
- Almaden Boulevard/Woz Way

Traffic estimates for the development projects that would add traffic to the study intersections were obtained from the City of San José's Approved Trip Inventory (ATI) TRAFFIX model. Vehicle trips for each of the background projects were then assigned to the roadway network based on the ATI intersection assignment. **Appendix C** shows the detailed trip generation data as received from the City's ATI.

Background Level of Service

Background Conditions intersection lane configurations, traffic controls, and peak hour traffic counts, as shown in **Figure 6**, were used to calculate level of service and vehicle queuing at the study intersections during the AM and PM peak hours. The Background Conditions intersection analysis results are shown in **Appendix C**. The results of the Background Conditions LOS analysis are shown in **Table 8**. There is little change in average delay due to background volumes.

Table 8: Background Intersection Level of Service

#	Intersection	Control	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Background	
					Delay[3]	LOS[4]
1	East Santa Clara Street and 14th Street	SSSC[5]	San José (D)	AM PM	0.9 (18.8) 1.1 (20.2)	A (C) A (C)
2	East Santa Clara Street and 13th Street	Signal	San José (D)	AM PM	14.3 14.4	B B

Notes:
1. Intersection jurisdiction and associated LOS threshold applied.
2. AM = morning peak hour, PM = evening peak hour.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*. Total control delay for the worst movement is presented in parentheses for side-street stop-controlled intersections. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.
5. SSSC = Side-street stop controlled.

Source: Fehr & Peers, 2023.

Background Queuing Analysis

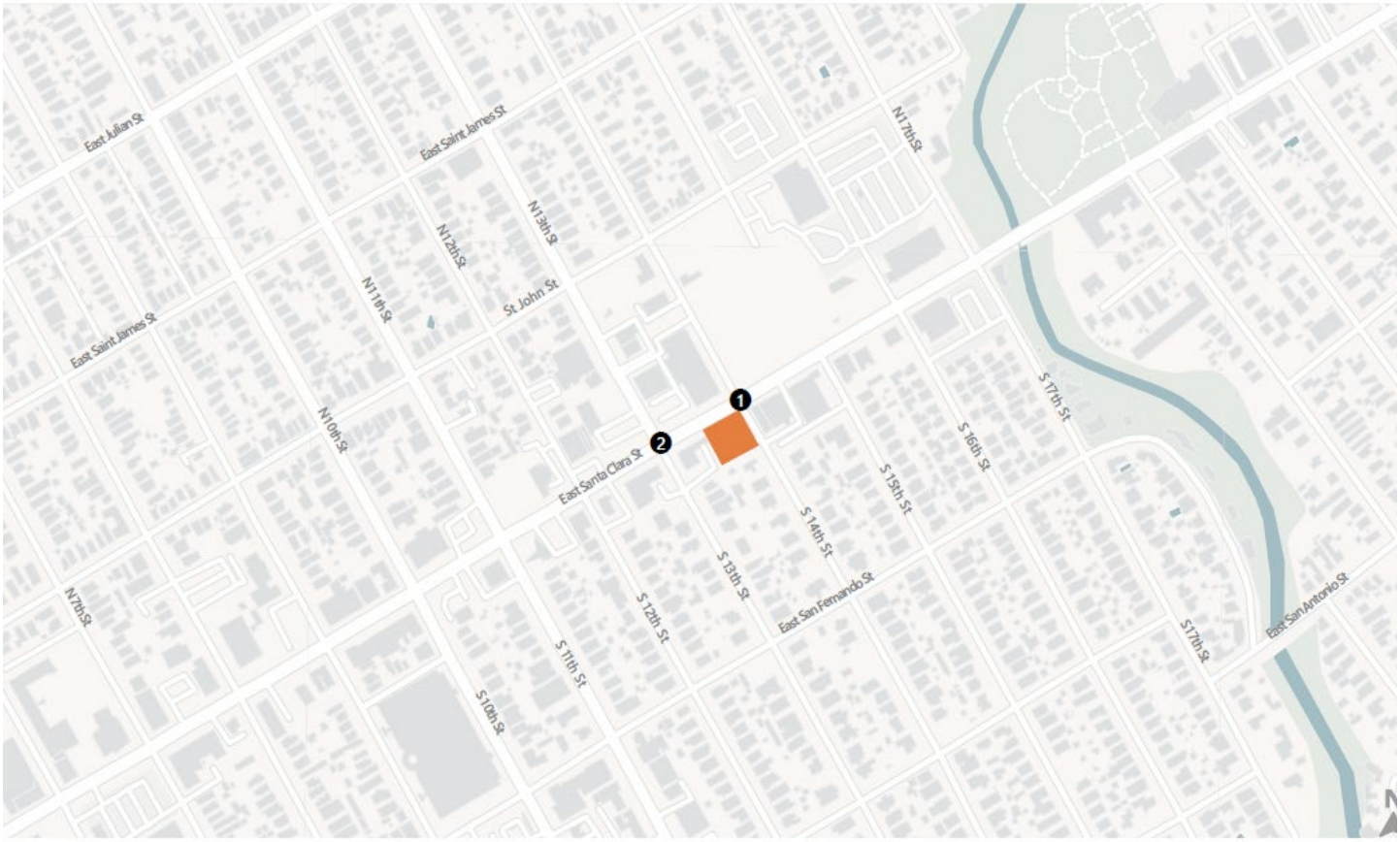
A queuing analysis was prepared to evaluate the intersection operations under Background Conditions. The Background Conditions intersection analysis results are shown in **Appendix D**. The results of the queuing analysis are presented in **Table 9**. The background lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 6**. The addition of the trips from the ATI does not cause the queue length to increase in either peak hour.

Table 9: Background Queuing Analysis

#	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Existing	Background
1	East Santa Clara Street and 14th Street	Eastbound Left	125	AM	0	0
				PM	0	0
2	East Santa Clara Street and 13th Street	Eastbound Left	125	AM	50	50
				PM	25	25
		Southbound Left	105	AM	25	25
				PM	**150**	**150**
		Westbound Left	100	AM	0	0
				PM	0	0

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)

Source: Fehr & Peers, 2023.



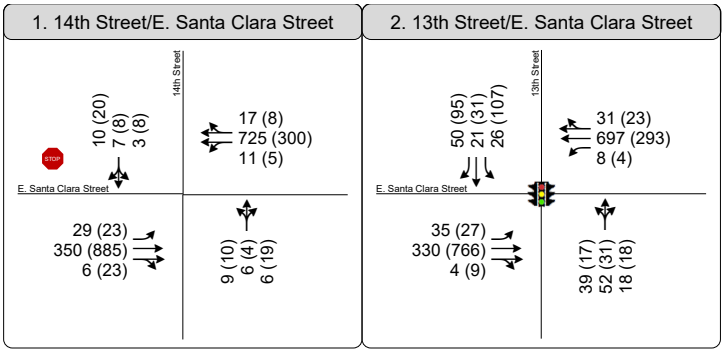


Figure 6

Background Lane Configuration, Traffic Control, and Peak Hour Traffic Volumes

6. Project Traffic Estimates

This chapter presents estimates of traffic generated by the Project and identifies the roadways and intersections that may be affected by Project generated traffic. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips would use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are then assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

Project Trip Generation

The Project trip generation was developed using average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for the office, retail, and housing uses. Trip reductions based on the Project's location were applied to the ITE rates. The location-based reduction is described below.

Location-Based Reduction

The Project site is located within an urban low-transit area based on the *City of San José VMT Evaluation Tool*. Urban low-transit areas are defined by good accessibility, low vacancy, and middle-aged housing stock. To reflect the Project's access to multimodal facilities, the Project trip generation estimated using ITE rates were reduced based on outputs from the *San José Travel Demand Model*, as summarized in Table 6 of the City's *Handbook*. A 9% reduction was applied to trips generated by office uses, and a 13% reduction was applied to trips generated by retail and residential uses. Per *VTA Transportation Impact Analysis Guidelines*, 2014, a 3% office/retail reduction was calculated based off of the smaller trip generator (office), and applied to both uses, with the ins and outs flipped for the larger trip generator (retail). A 15% housing/retail reduction was calculated based off of the smaller trip generator (apartments), and applied to both uses, with the ins and outs flipped for the larger trip generator (variety store).

After applying the location-based reduction to the trip generation derived from ITE trip rates, and subtracting existing uses, the Project will generate 525 net new daily trips, 37 AM peak hour trips (18 in, 19 out), and 51 PM peak hour trips (26 in, 25 out), as shown in **Table 10**.

Table 10: Project Trip Generation

Land Use	ITE Code	Size	Units	Daily Total		AM Peak Hour				PM Peak Hour			
				Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Uses													
Apartments	221	50	Dwelling Units	4.54	227	0.37	4	15	19	0.39	12	8	20
VTA Internalized Reduction of 3%[1]					*-3*		*0*	*0*	*0*		*0*	*0*	*0*
VTA Internalized Reduction of 15%[1]					*-34*		*-1*	*-2*	*-3*		*-2*	*-1*	*-3*
Net Vehicle Trips					190		3	13	16		10	7	17
Location Based Reduction of 13%[2]					*-25*		*0*	*-2*	*-2*		*-1*	*-1*	*-2*
Subtotal Apartment Vehicle Trips (A)					**165**		**3**	**11**	**14**		**9**	**6**	**15**
Small Office Building	712	7,171	Square Feet	14.39	103	1.67	10	2	12	2.16	5	10	15
VTA Internalized Reduction of 3%[1]					*-3*		*0*	*0*	*0*		*0*	*0*	*0*
Net Vehicle Trips					100		10	2	12		5	10	15
Location Based Reduction of 9%[2]					*-9*		*-1*	*0*	*-1*		*0*	*-1*	*-1*
Subtotal Office Vehicle Trips (B)					**91**		**9**	**2**	**11**		**5**	**9**	**14**
Variety Store	814	7,012	Square Feet	63.66	446	3.04	12	9	21	6.70	24	23	47
VTA Internalized Reduction of 15%[1]					*-34*		*-2*	*-1*	*-3*		*-1*	*-2*	*-3*
Net Vehicle Trips					412		10	8	18		23	21	44
Location Based Reduction of 13%[2]					*-54*		*-1*	*-1*	*-2*		*-3*	*-3*	*-6*
Subtotal Variety Store Vehicle Trips (C)					**358**		**9**	**7**	**16**		**20**	**18**	**38**
Total New Trips (D=A+B+C)					**614**		**21**	**20**	**41**		**34**	**33**	**67**
Existing Use													
Existing Driveway Counts (Trip Credits)[3] (E)					89		3	1	4		8	8	16
Total Project Trips													
Net Project Vehicle Trips (F=D-E)					**525**		**18**	**19**	**37**		**26**	**25**	**51**

Notes:

1. Per *VTA Transportation Impact Analysis Guidelines*, 2014, a 3% office/retail reduction was calculated based off of the smaller trip generator (office), and applied to both uses, with the ins and outs flipped for the larger trip generator (retail). A 15% housing/retail reduction was calculated based off of the smaller trip generator (apartments), and applied to both uses, with the ins and outs flipped for the larger trip generator (variety store).
2. The Project site is located within an Urban Low-Transit place-type based on the *City of San Josè VMT Evaluation Tool* (March 14, 2018). The location-based vehicle mode shares are obtained from Table 6 of the City of San Josè *Transportation Analysis Handbook* (April 2020). The trip reductions are based on the percent of mode share for all the other modes of travel besides vehicle.
3. Existing driveway counts data collected 10/18/22-10/20/22.

Sources: ITE *Trip Generation Manual*, 11th Edition, 2021; VTA Transportation Impact Analysis Guidelines, 2014; San Josè *Transportation Analysis Handbook*, 2020; Fehr & Peers, 2024.

Vehicle Trip Distribution

The directions of approach and departure of Project trips were based on the locations of complementary land uses and existing travel patterns in the area. **Figure 7** shows the Project's trip distribution pattern for the local roadway network.

Vehicle Trip Assignment

The Project trips were assigned to the roadway system based on the directions of approach and departure shown in the trip distribution figure. **Figure 8** shows the Project trips assigned to each turning movement by intersection.

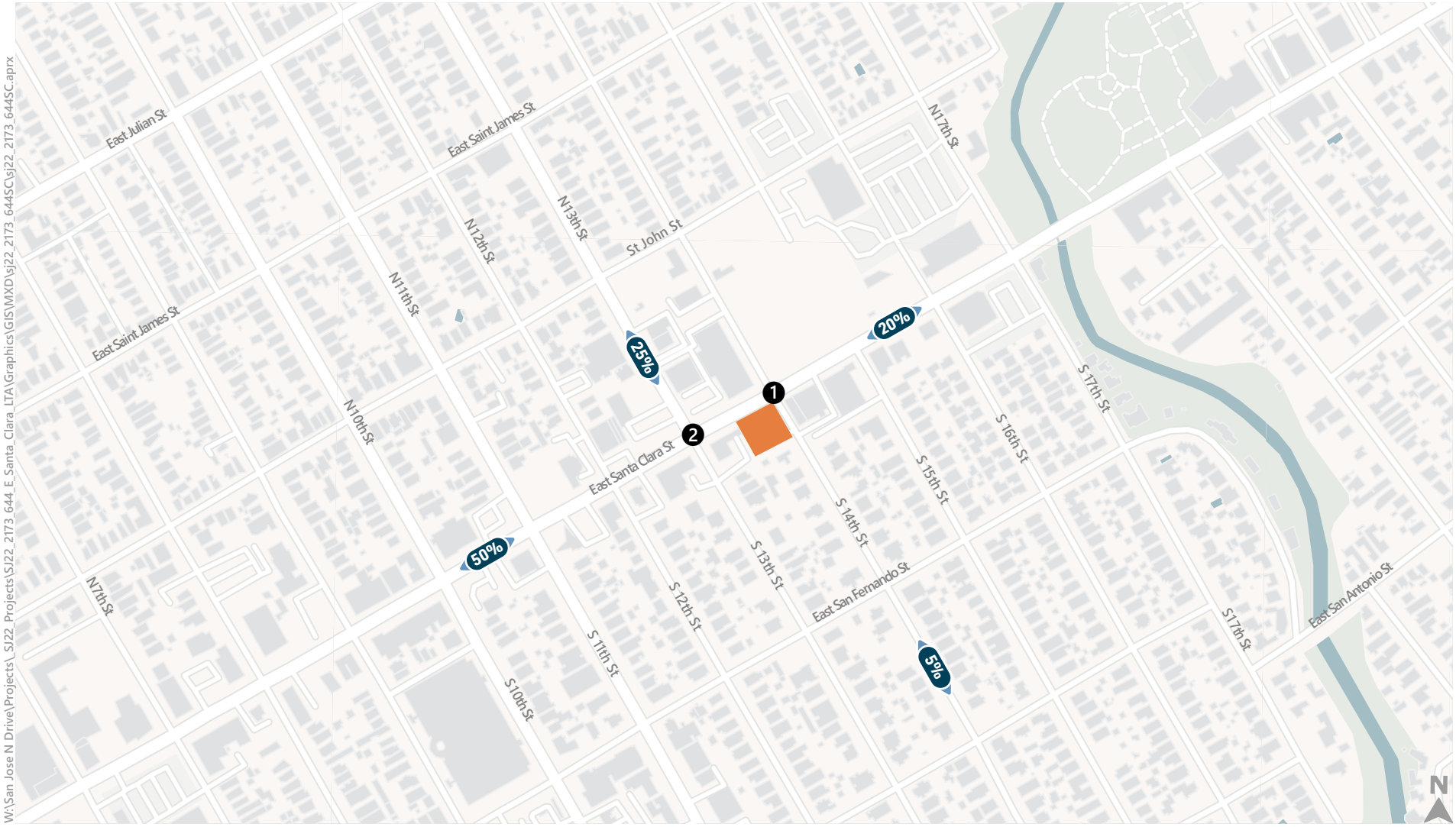
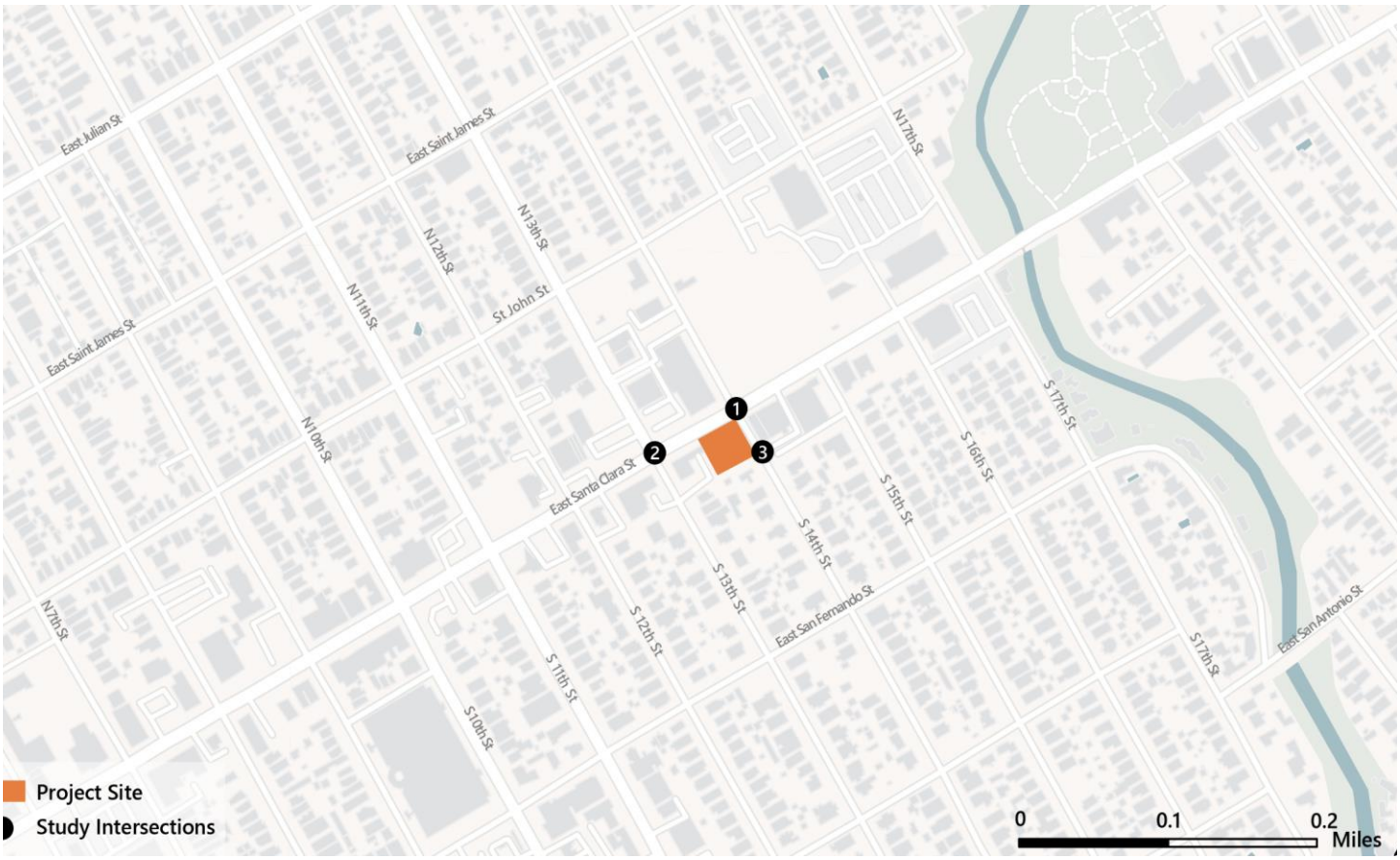


Figure 7

Trip Distribution



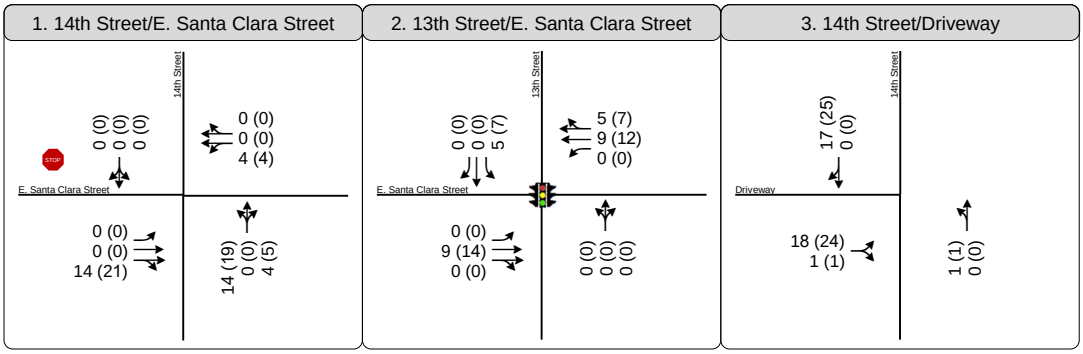


Figure 8

Project Trip Assignment

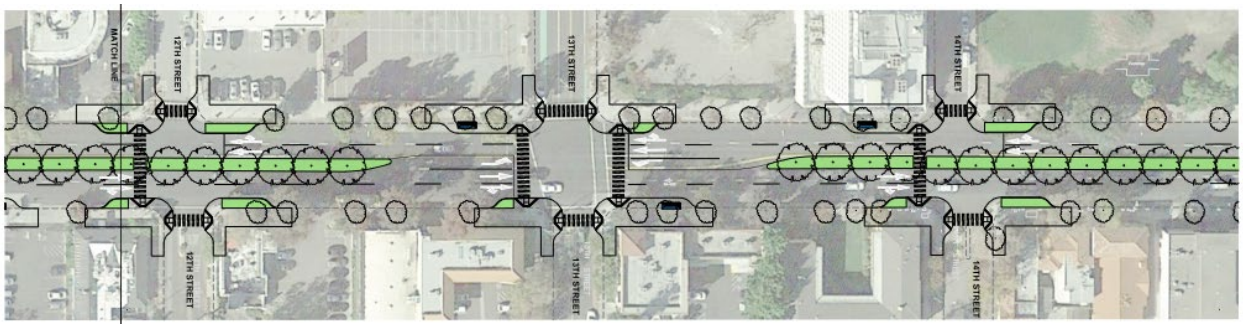
7. Background with Project Conditions

This chapter presents the findings of the transportation analysis under Background with Project Conditions. Background with Project Conditions are defined as Background Conditions plus the net-added Project traffic.

Background with Project Roadway Infrastructure Improvements

The City of San José *East Santa Clara Street Urban Village Plan* (October 2018)[1] proposes several transportation improvements within the study area that could affect the geometries at the study intersections. These improvements include removing left turn pockets and adding medians with refuges and bulb-outs to shorten pedestrian crossing distances, adding high-visibility crosswalks, and adding pedestrian signals at unsignalized intersections. **Figure 9** below shows design concepts along East Santa Clara Street at the 12th Street, 13th Street, and 14th Street intersections from the *East Santa Clara Street Urban Village Plan*. The City directed the project applicant on September 8, 2023, to not include the proposed median island on East Santa Clara Street from the 14th Street intersection to the existing westbound left-turn lane at the 13th Street intersection in the analysis and that it would not affect left turns at the intersection.

Figure 9: East Santa Clara Street Design Concept



Source: East Santa Clara Street Urban Village Plan (October 2018).

Intersection geometries for Background with Project Conditions are shown in **Figure 10** and assumed to be consistent with the design concepts shown in the *East Santa Clara Street Urban Village Plan* in **Figure 9** with the exception of the median at 14th Street.

[1] City of San José. *East Santa Clara Street Urban Village Plan* (October 2018). Available at: https://www.sanjoseca.gov/home/showpublisheddocument/38449/637782053655170000

Background with Project Level of Service

Background with Project Conditions intersection lane configurations, traffic controls, and peak hour traffic counts, as shown in **Figure 10**, were used to calculate level of service and vehicle queuing at the study intersections during the AM and PM peak hours. The Background with Project Conditions intersection analysis results are shown in **Appendix C**. The results of the Background with Project LOS analysis are shown in **Table 11**. For East Santa Clara Street and 14th Street, operations remain the same for average intersection delay with addition of the project. The worst approach decreases to LOS D with addition of the project, but remains at an acceptable operating level. East Santa Clara Street and 13th Street shows a minor increase in delay in the AM and PM peak hours with the addition of project trips, but LOS remains the same. Peak warrant analysis was not conducted, as the intersection operates at an acceptable level with the addition of project trips.

Table 11: Background with Project Intersection Level of Service

#	Intersection	Control	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Background		Background with Project	
					Delay[3]	LOS[4]	Delay[3]	LOS[4]
1	East Santa Clara Street and 14th Street	SSSC[5]	San José (D)	AM PM	0.9 (18.8) 1.1 (20.2)	A (C) A (C)	1.3 (19.7) 1.8 (28.1)	A (C) A (D)
2	East Santa Clara Street and 13th Street	Signal	San José (D)	AM PM	14.3 14.4	B B	14.3 14.5	B B

Notes:
1. Intersection jurisdiction and associated LOS threshold applied.
2. AM = morning peak hour, PM = evening peak hour.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*. Total control delay for the worst movement is presented in parentheses for side-street stop-controlled intersections. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.
5. SSSC = Side-street stop controlled.

Source: Fehr & Peers, 2023.

Background with Project Queuing Analysis

The queuing analysis was prepared to evaluate the intersection operations under Background with Project Conditions. The intersection volumes are shown in **Figure 10**. The results of the queuing analysis are presented in **Table 12** along with the comparison to the Existing Conditions and Background Conditions.

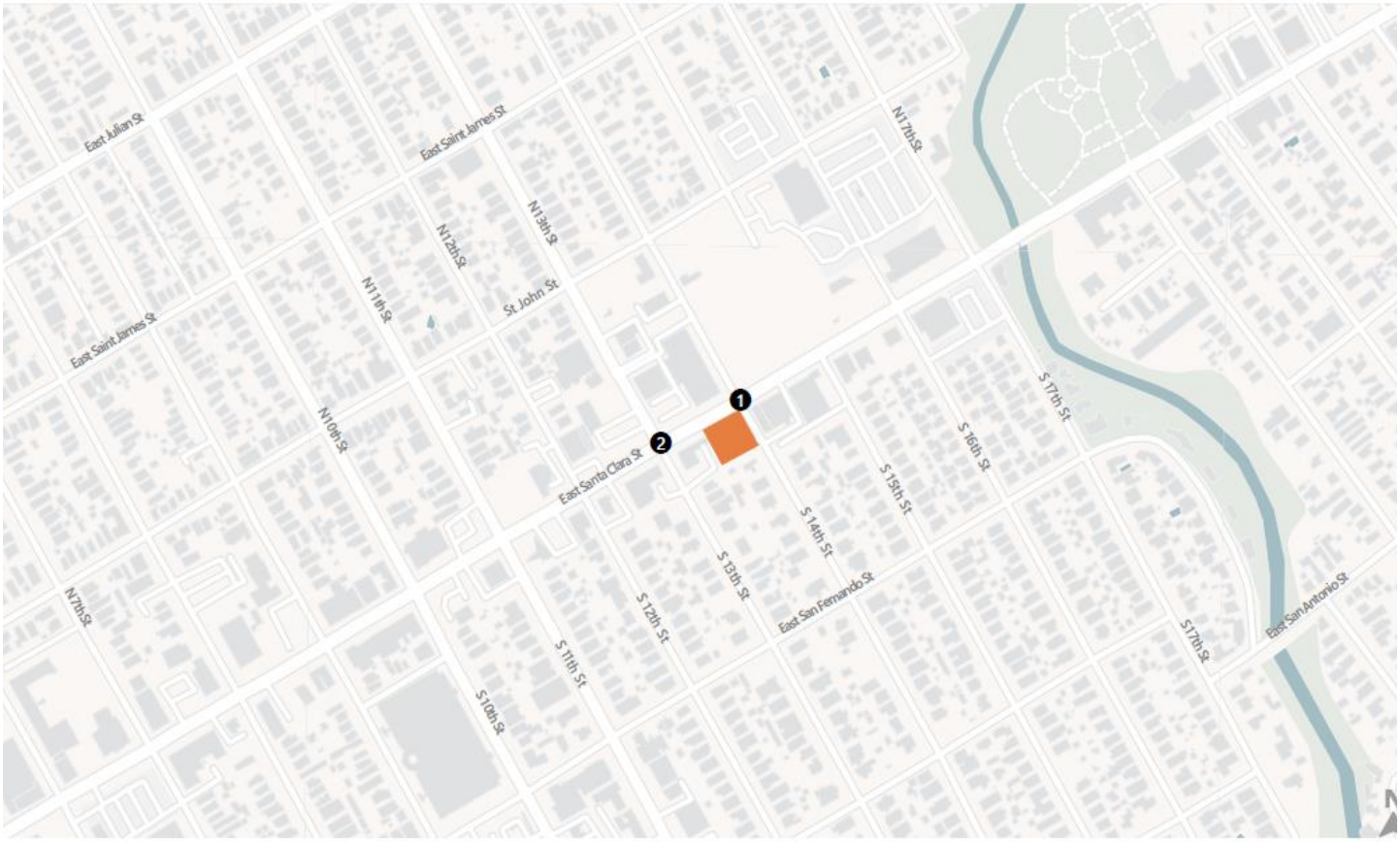
The Project-added trips do not cause any movements to exceed available storage capacity. However, the Project-added trips are estimated to exacerbate the 95th percentile queue for the southbound left-turn movement at the East Santa Clara Street/13th Street intersection. The queue is anticipated to increase by

25 feet (approximately one car length) as compared to Background Conditions from 150 feet to 175 feet during the PM peak hour, with an available storage capacity of 105 feet.

Table 12: Background with Project Queuing Analysis

#	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)		
					Existing Conditions	Background Conditions	Background with Project Conditions
1	East Santa Clara Street and 14th Street	Eastbound Left	125	AM	0	0	n/a
				PM	0	0	n/a
2	East Santa Clara Street and 13th Street	Eastbound Left	125	AM	50	50	50
				PM	25	25	50
		Southbound Left	105	AM	25	25	25
				PM	**150**	**150**	**175**
		Westbound Left	100	AM	0	0	0
				PM	0	0	0

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2023



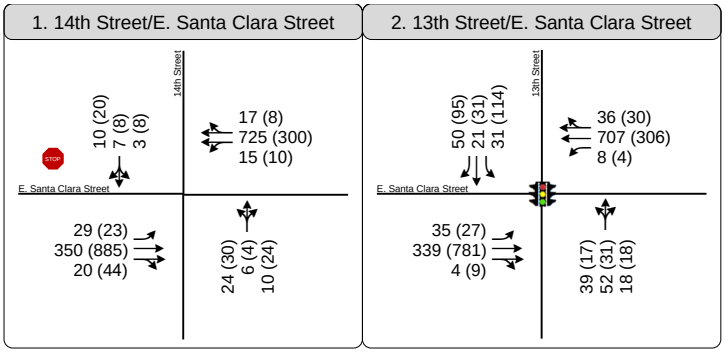


Figure 10

Background with Project Lane Configuration, Traffic Control, and Peak Hour Volumes

8. Cumulative Conditions

This chapter presents the findings of the transportation analysis under Cumulative Conditions. Cumulative Conditions is defined as Background with Project Conditions plus traffic generated by pending development projects proximate to the Project study area.

Information about pending development projects was obtained from the planning department of the City of San José. Based on that information, the development project located at 675 East Santa Clara Street (i.e., 100% affordable mixed-use project with 599 residential units and 6,080 s.f. of commercial space) was included under Cumulative Conditions. The development project at 675 East Santa Clara Street is located less than a quarter mile away from the proposed Project. Traffic estimates for the development project that would add traffic to the study intersections were obtained from the City of San José's Approved Trip Inventory (ATI) database. Vehicle trips for the pending development project were then assigned to the roadway network based on the ATI intersection assignment. **Appendix C** shows the detailed trip generation data as received from the City's ATI as well as the information obtained from the planning department for the project located at 675 East Santa Clara Street.

Cumulative Roadway Infrastructure Improvements

All intersection geometries are assumed to be the same as presented in Background with Project Conditions.

Cumulative Level of Service

Cumulative Conditions intersection lane configurations, traffic controls, and peak hour traffic counts, as shown in **Figure 11**, were used to calculate level of service and vehicle queuing at the study intersections during the AM and PM peak hours. The Cumulative Conditions intersection analysis results are shown in **Appendix C**. The results of the Cumulative Conditions LOS analysis are shown in **Table 13**. Peak warrant analysis was not conducted, as the intersection operates at an acceptable level with the addition of project trips.

Table 13: Cumulative Intersection Level of Service

#	Intersection	Control	Jurisdiction (LOS Threshold)[1]	Peak Hour[2]	Cumulative	
					Delay[3]	LOS[4]
1	East Santa Clara Street and 14th Street	SSSC[5]	San José (D)	AM PM	1.3 (21.9) 1.9 (33.0)	A (C) A (D)
2	East Santa Clara Street and 13th Street	Signal	San José (D)	AM PM	14.7 15.9	B B

Notes:
1. Intersection jurisdiction and associated LOS threshold applied.
2. AM = morning peak hour, PM = evening peak hour.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*. Total control delay for the worst movement is presented in parentheses for side-street stop-controlled intersections. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.
5. SSSC = Side-street stop controlled.

Source: Fehr & Peers, 2023.

Cumulative Queuing Analysis

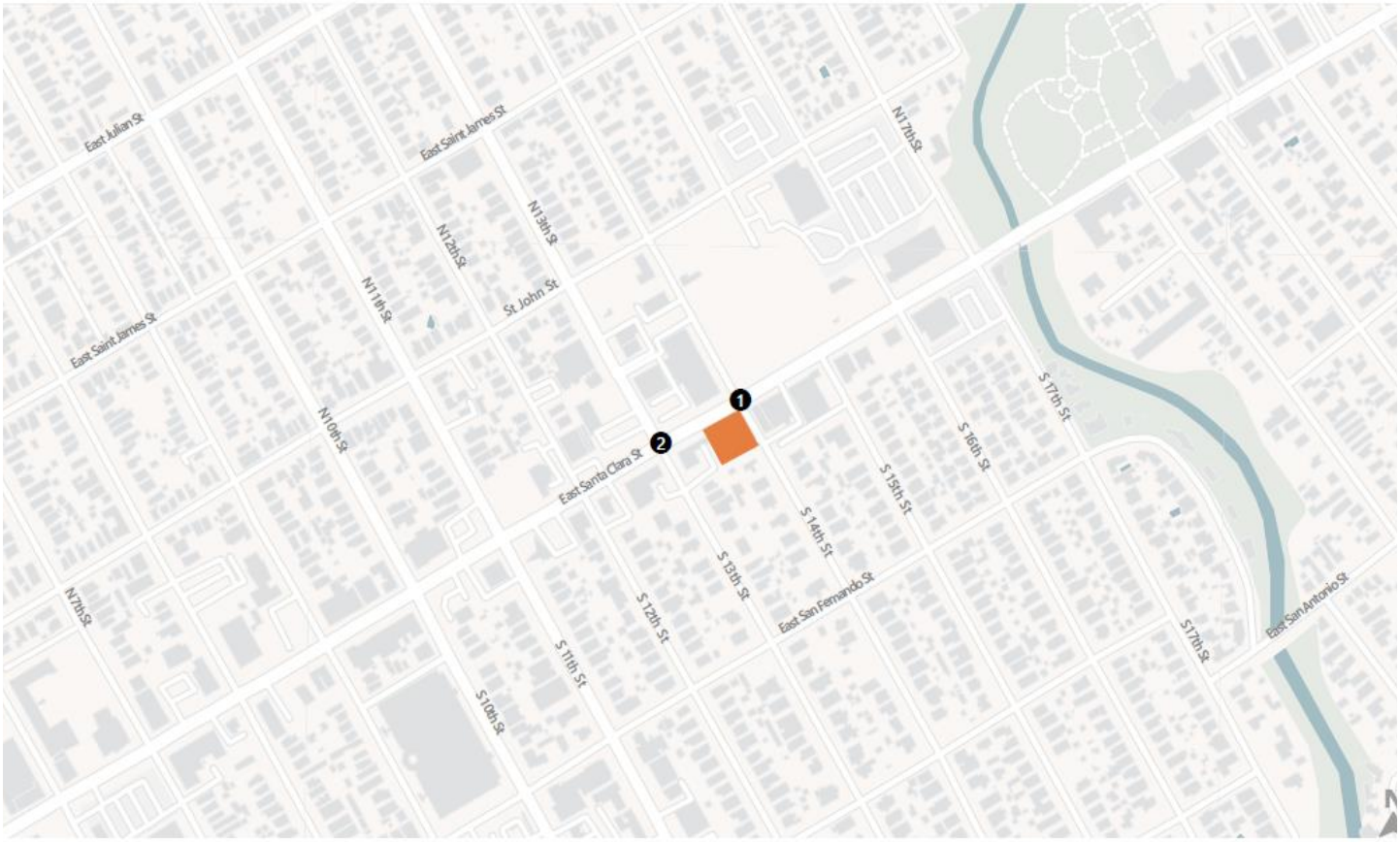
The queuing analysis was prepared to evaluate the intersection operations under Cumulative Conditions. The intersection volumes are shown in **Figure 11**. The results of the queuing analysis are presented in **Table 14** along with the comparison to the Existing Conditions, Background Conditions, and Background with Project Conditions.

The Project-added trips under Cumulative Conditions do not cause any movements to exceed available storage capacity. However, the Project-added trips are estimated to exacerbate the 95th percentile queue for the southbound left-turn movement at the East Santa Clara Street/13th Street intersection. The queue is anticipated to increase by 25 feet (approximately one car length) as compared to Background Conditions from 150 feet to 175 feet during the PM peak hour, with an available storage capacity of 105 feet.

Table 14: Cumulative Queuing Analysis

#	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)			
					Existing Conditions	Background Conditions	Background with Project Conditions	Cumulative Conditions
1	East Santa Clara Street and 14th Street	Eastbound Left	125	AM	0	0	0	0
				PM	0	0	0	0
2	East Santa Clara Street and 13th Street	Eastbound Left	125	AM	50	50	50	100
				PM	25	25	50	100
		Southbound Left	105	AM	25	25	25	50
				PM	**150**	**150**	**175**	**175**
		Westbound Left	100	AM	0	0	0	75
				PM	0	0	0	100

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2023.



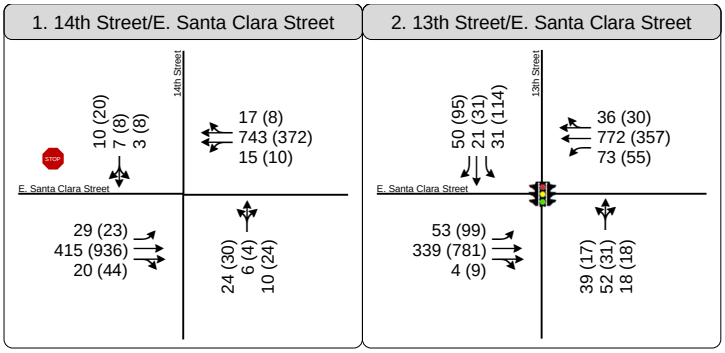


Figure 11

Cumulative with Project Lane Configuration, Traffic Control, and Peak Hour Volumes

9. Transportation Deficiencies and Improvements

This chapter discusses potential Project effects on the transportation system, followed by the identified deficiencies and recommended improvements for each transportation facility type. Deficiencies are evaluated by comparing the results of the with and without Project analyses. The comparison is between the results under Background with Project Conditions and Cumulative Conditions to the results under Background without Project Conditions.

Deficiencies and Improvements

Queuing Analysis

Intersection deficiencies and improvements were evaluated under Background with Project Conditions and Cumulative Conditions based on the queuing results shown in **Table 12** and **Table 14**. Improvements were considered for intersection deficiencies where the storage capacity does not meet the expected queue lengths under Background with Project and Cumulative Conditions.

Intersection 1: East Santa Clara Street and 14th Street

There are no queuing deficiencies at this study intersection: no improvements are needed.

Intersection 2: East Santa Clara Street and 13th Street

The results of the queuing analysis indicate that the southbound left-turn queue length at East Santa Clara Street and 13th Street exceeds the capacity during the PM peak period under all conditions studied, including Existing Conditions.

> **Recommendation:** Increasing the available storage capacity at this movement would require extending the existing left-turn pocket on the southbound approach along 13th Street. However, extending the left-turn pocket would require reducing the bike lane northbound on 13th Street, which is not consistent with the transportation goals outlined in the City's *Envision 2040* General Plan. Therefore, extending turn-pockets at this movement is not recommended. Vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.

Bicycle and Pedestrian

Existing pedestrian facilities along the Project frontage on East Santa Clara Street and 14th Street provide multimodal connectivity to other facilities in San José. 13th Street is a Class II bike lane north of East Santa Clara Street and then transitions to a Class III bike route south of East Santa Clara Street until San

Fernando Street. San Fernando Street is also a Class II bike route in the vicinity of the Project site and provides a bike access to Downtown San José. The existing bicycle and pedestrian facilities are discussed in greater detail in **Chapter 3** of this report.

Overall, the existing facilities provide good bicycle and pedestrian connectivity between the Project site and surrounding areas. The *East Santa Clara Urban Village Plan* improvements discussed in the following subsection would further enhance these facilities. Several elements of the bicycle and pedestrian facilities serving the Project site are discussed in this section.

East Santa Clara Street Improvements

The Project will be required to construct improvements in conformance with the *East Santa Clara Urban Village Plan* line along its East Santa Clara Street frontage. Globally, the *East Santa Clara Urban Village Plan* improvements include supporting the future construction of a raised median island along East Santa Clara Street, and preventing left turns from and to certain streets. Crossing distances at crosswalks across East Santa Clara Street will be shortened, including a crosswalk that provides access between the Project site and the north side of East Santa Clara Street at 14th Street. These related intersection modifications are not anticipated to cause adverse effects on vehicular capacity and would support the City's multimodal transportation goals.

Specifically, the Project will be required to construct the following:

- Bulb-outs and ADA curb ramps at the southeast and southwest corners of the East Santa Clara Street and 14th Street intersection.
    - The existing small portion of median island at the northbound approach on 14th Street intersection will need to be removed.

Accessible Pedestrian Ramps

Accessible pedestrian ramps are provided at all crossings at the two study intersections surrounding the Project site.

Transit

The Project is close to several major transit routes/stops on East Santa Clara Street as shown in **Figure 4**. These transit stations have services that connect the Project site to Downtown San José as well as Diridon Station, which provides connections to Caltrain, ACE, and Amtrak. Project improvements will not interfere with these transit facilities. Rather, these transit facilities will support the Project's ability to meet the mode share targets as outlined in *Envision 2040*. The Project will coordinate with VTA to share Foundation & Shoring plans to the future BART Phase II.

10. Site Access, On-Site Circulation and Parking

This chapter evaluates site access and internal circulation for vehicles, pedestrians, and bicycles as well as consistency with the City of San José's mobility policies, standards, and guidelines based on the site plan presented on **Figure 2**. The Project's vehicle and bicycle parking supplies are reviewed in comparison to City standards.

Site Access and Circulation

As presented in **Figure 2**, the Project site has one driveway along 14th Street to the east, which connects to East Santa Clara Street to the north and San Fernando Street to the south.

Bicycle and Pedestrian Circulation

The Project will maintain the sidewalk on the south side of East Santa Clara Street and west side of 14th Street. The Project's proposed residential entrance is on 14th Street and provides access for residents. Adjacent to this entrance is the entrance to a bike parking room, which provides bicycle storage for residents. Employee and visitor access to the proposed retail and office space is provided on the East Santa Clara Street frontage.

Vehicular Site Access

The Project proposes one driveway along 14th Street between East Santa Clara Street and East San Fernando Street. This driveway will provide one travel lane in each direction and includes a roll-up metal gate. A 50-feet inbound stacking space will be provided between the roll-up gate and the driveway. The Project driveway will have a curb-to-curb width of 20 feet and would provide access only for standard automobiles.

To determine the visibility of vehicles exiting the proposed Project driveway, we conducted a sight distance analysis. The sight distance analysis tests if the drivers traveling northbound or southbound on 14th Street will be able to see vehicles exiting the driveway with sufficient stopping distance to avoid a collision. Using the engineering standards from the Caltrans' *Highway Design Manual*, 7th Edition (2020), the minimum sight stopping distance for a design speed of 25 mph is 150 feet. The southbound drivers on 14th Street are expected to travel at lower speeds of 10-15 mph after making the right turn, thereby requiring shorter minimum sight distance that is around 125 feet. The driver exiting the garage is anticipated to stop at the sidewalk to let pedestrians cross and then creep forward to see conflicting vehicles. To ensure sufficient sight distance between the southbound vehicle and the vehicle exiting from garage, it is recommended to install 40 feet of no parking zone from the driveway to the north as shown

in **Figure 12**. The northbound minimum sight stopping distance for is achieved or the drivers coming from the south with no additional countermeasures needed.

Truck Loading and Unloading Operations

Trucks loading and unloading activities will occur along 14th Street adjacent to the Project. No truck schedule has been provided, as the tenant has not been confirmed. The feasibility of a loading zone will be determined during the project's implementation phase.

Garbage Collection Operations

Garbage trucks will access the site by making a right turn from East Santa Clara Street to 14th Street to access the trash enclosure along the east side of 14th Street adjacent to the driveway. Garbage trucks will pick-up trash curbside and will not enter the Project site.

Emergency Vehicle Access

If there is a fire at 650 East Santa Clara Street, a fire truck can access the site making a right turn from East Santa Clara Street to 14th Street.

On-site Circulation

Project Site Access

As mentioned above, vehicles entering and exiting the Project site will be served by a two-way driveway on 14th Street. Entry gates are not proposed for this driveway.

Though it has not been confirmed how the parking stackers will function operationally, the project applicant will provide an on-site attendant to facilitate operation of the parking stackers. Further, the project applicant has designed the parking garage layout to allow for standard turning radius requirements. The proposed parking garage layout is shown in **Figure 13**.

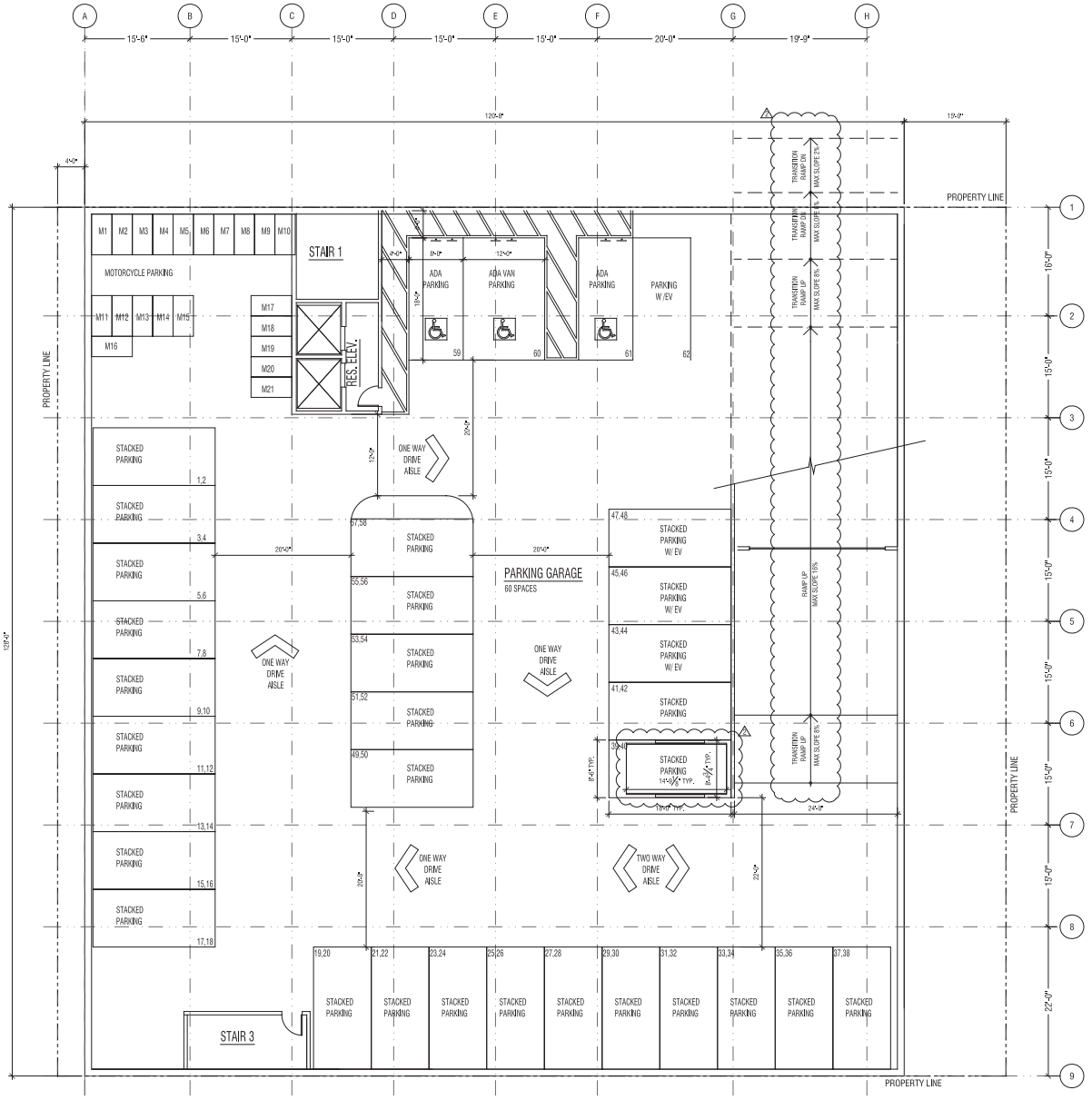
Project Site

Stopping Sight Distance (SSD) Triangle

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 12

Sight Distance



Source: FI LLON SOLIS

Figure 13

Parking Garage Layout

Parking Assessment

This section evaluates the vehicle and bicycle parking supply and requirements.

Vehicle Parking

The Project will provide 62 vehicle parking spaces on the basement level via double-level parking stackers, including 2 ADA compliant parking spaces and 1 ADA van accessible space. Access to the parking structure will be controlled by a roll-up gate that will remain open during commercial business hours, which are yet to be determined. Residents will have access to the parking structure after hours via a remote control. A specific attendant or (after hours) security personnel will be onsite to assist with the double-level stacker or if they are servicing a nearby property, will respond within a few minutes.

Table 15 presents EV parking requirements set by the City of San José Municipal Code. The project is required to provide 6 EVSE (electric vehicle supply equipment) spaces. The project proposes to include 7 clean air vehicle parking space with electrical charging equipment and will ensure the number of EV ready and EV capable spaces meets City requirements.

Table 15: EV Parking Requirements

Building Type	Required EVSE Spaces[1]	Required EV Ready Spaces	Required EV Capable Spaces
Multifamily[1]	10% of total, at least 5% of total Level 2 EVSE	20% of total	70% of total
All nonresidential[2]	10% of total	0%	40% of total

Notes:
1. From City of San José Municipal Code §24.10.200.
2. From City of San José Municipal Code §24.10.300.
3. Per City of San José Municipal Code, all calculations shall be based upon the total number of required parking spaces, and rounded up to the nearest whole number.

Source: City of San José *Transportation Analysis Handbook*, 2023; Fehr & Peers, 2024.

TDM Screening

The San José City Council voted unanimously on December 6, 2022, to update its parking ordinance to no longer have minimum parking requirements for development proposals and to favor other modes of transportation. The new ordinance is in effect as of April 10, 2023. Based on the new ordinance, the parking evaluation is included as part of the transportation demand management (TDM) program. To determine if a TDM program is needed, a screening process is applied. **Table 16** shows the City's screening criteria and how the Project compares to those criteria. Based the screening assessment, the office and retail uses are exempt; however, a TDM Plan is required for the 50 units of residential housing associated with the Project.

Table 16: Screening Criteria for TDM Plan

Land Use	Screening Criteria	Proposed Project[1]	Exemption from TDM Plan Requirement
Home-End Use: Multifamily Units	25 units or fewer	50 units	Not Exempt
Commute-End Use: Office (General Business)	10,000 s.f. of gross floor area or less	7,171 s.f. of gross floor area	Exempt
Visit-End Uses: Retail Sales/Goods/Merchandise	100,000 s.f. of gross floor area or less	7,012 s.f. of gross floor area	Exempt

Notes:
1. sf=square foot.

Source: City of San José *Transportation Analysis Handbook*, 2023; Fehr & Peers, 2024.

TDM Plan Point Target and Strategies

Where a TDM Plan is required, the exact TDM requirements are defined by the City of San José's TDM Point Target system as described below:

> *A project's TDM requirement is defined as a TDM Point Target, to be met by committing to a package of TDM measures. For a mixed-use project, a TDM Point Target is defined for each component of the project. TDM Point Targets are determined based on the land use category of the Project and/or the components.* (City of San José *Transportation Analysis Handbook,* 2023.)

The TDM Plan for 50 residential units associated with the Project is required to meet 25 points. The project's *TDM Plan* (2023), included in **Appendix E**, describes how the project plans to meet the required point target. **Table 17** presents the proposed TDM strategies that are included in the Project's *TDM Plan* (2023) to reach the required minimum of 25 points per the City's Handbook.

Table 17: Proposed TDM Strategies Consistent with City's *Handbook*

Category	[ID] Measure	50 Units in High-Quality Transit Areas	
		Home-End Use	Point Values Received
Multimodal Network Improvements	[MI03] Provide Transit Network Improvements	Fund or perform the design and/or construction of transit network improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to $1,000 per dwelling unit for 1 point: $1,000 x 50 dwelling units = $50,000. The Project will fund median improvements along East Santa Clara from 13th Street to 14th Street as described in the East Santa Clara Urban Village Plan (2018). This will include extending the median, adding ADA-compliant curbs, and adding high-visibility crosswalks which will improve access to transit for people walking from the Project.	1
Parking	[PK01] Right-Size Parking	Provide 62 on-site parking spaces and zero off-site parking spaces (62 on-site parking spaces / 50 residential units = 1.24 parking spaces per unit).	20
	[PK03] Provide Shared Parking	The Project provides 100% of the parking as shared parking.	2
Programmatic TDM	[TP04] Provide Education, Marketing, and Outreach	Provide welcome packets with information about nearby amenities (e.g., transit centers, parks, schools, hospitals, stores, etc.), travel options (e.g., key transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g., transit pass subsidy, bike share program, etc.).	1
	[TP13] Provide Ride-Share Programs	Enroll all Project residents/employees in the MTC's Bay Area Carpool and Vanpool Programs (Merge) or other online ride-matching services that connect them through a secure network to post and search for shared rides.	1
		Total TDM Points	**25**
		Points TDM Required	**25**

Source: City of San José *Transportation Analysis Handbook*, 2023; Fehr & Peers, 2024.

Motorcycle Parking

City of San José Municipal Code §20.90.350 states that two-wheeled motorized vehicle parking should be provided at a rate of 2.5% of standard vehicle parking provided, except for multi-family residential uses when the multi-family uses are located in buildings that have individual enclosed garages assigned to each multi-family dwelling unit. The Project will provide 62 vehicle parking spaces, and thus two motorcycle spaces are required. The Project will provide 21 motorcycle parking spaces on the basement level, which exceed the requirements set by the City.

Bicycle Parking

The City of San José's Municipal Code §20.90 ("Parking, Loading, and Transportation Demand Management") defines the bicycle parking supply for all land uses. **Table 18** below presents the bicycle parking supply requirements for the land uses included in the Project.

The proposed land uses presented in **Chapter 1** and parking standard supply requirements from the City's Municipal Code were used to calculate the Project's bicycle parking supply requirements, as shown in **Table 18**. Per City of San José Municipal Code Municipal Code §20.90.060, the Project is required to provide a minimum of 18 bicycle parking spaces. The Project proposes 24 bicycle parking spaces, which exceeds the minimum requirement set by the City.

Table 18: Bicycle Parking Supply Requirements

Land Use	Rate[1,2]	Size[3]	Total Required Spaces
Office	1 space per 4,000 s.f.	7,171 sf	2
Ground Floor Retail	1 space per 3,000 s.f.	7,012 sf	3
Residential	1 space per 4 du	50 du	13
		Required Bicycle Parking Supply	**18**
		Proposed Bicycle Parking Supply	**24**

Notes:
1. Per City of San José Municipal Code §20.90.060.
2. Per City of San José Municipal Code, a minimum of two short-term bicycle parking spaces and one long-term bicycle parking space shall be provided for each site that has a nonresidential use.
3. sf = square foot; du = dwelling unit.

Source: City of San José Municipal Code, 2024; Fehr & Peers, 2024.

Appendix A:
San José VMT Evaluation Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 650 E. Santa Clara
Location: 650 E Santa Clara St, San Jose, CA 95112
Parcel: 46727039 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 4/12/2024

Proposed Parking Spaces Vehicles: 62 Bicycles: 24

LAND USE:

Residential:	
Single Family	0 DU
Multi Family	50 DU
Subtotal	50 DU
Office:	6.982 KSF
Retail:	7.708 KSF
Industrial:	0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 10
- With Project Density (DU/Residential Acres in half-mile buffer) 10

Increase Development Diversity
- Existing Activity Mix Index 0.53
- With Project Activity Mix Index 0.67

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 36
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 319

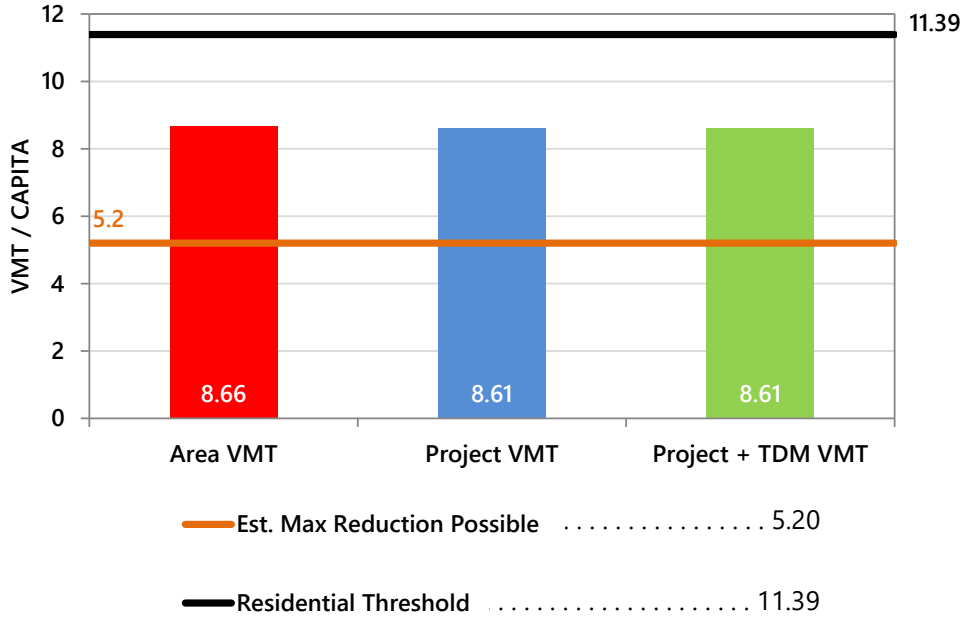
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

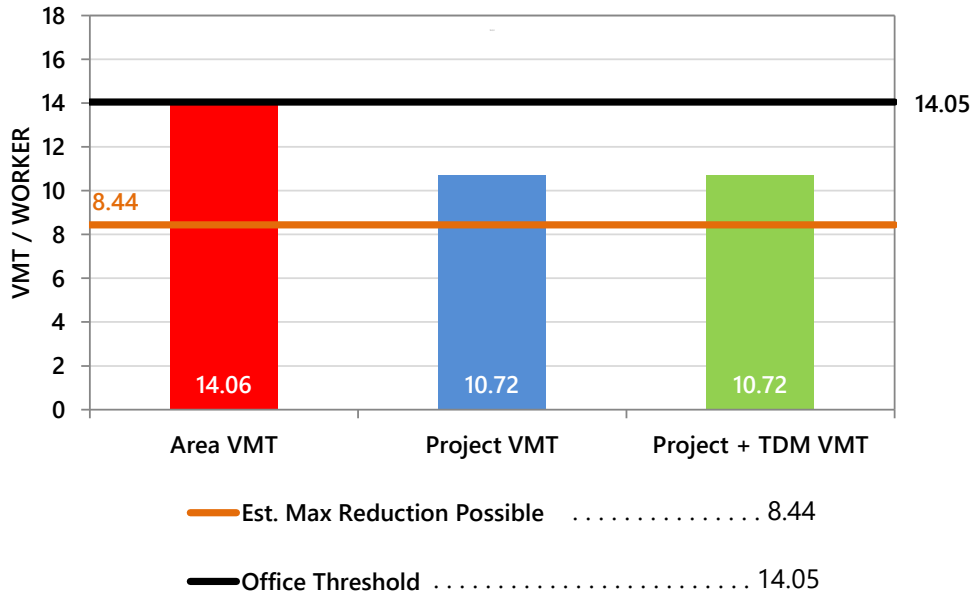
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



Appendix B:
Intersection Turning Movement Counts

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1THUR AM FINAL
Site Code : 00000001
Start Date : 10/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	3	1	2	15	8	76	0	0	84	1	2	4	2	9	0	34	1	0	35	143
07:15 AM	10	1	6	1	18	8	101	2	1	112	2	7	3	2	14	0	37	4	0	41	185
07:30 AM	13	1	6	1	21	6	173	0	0	179	4	6	10	6	26	2	50	6	0	58	284
07:45 AM	11	6	4	4	25	11	178	3	0	192	4	13	17	7	41	1	75	10	0	86	344
Total	43	11	17	8	79	33	528	5	1	567	11	28	34	17	90	3	196	21	0	220	956
08:00 AM	10	2	4	2	18	9	179	0	3	191	7	15	10	3	35	1	95	8	0	104	348
08:15 AM	8	4	11	2	25	5	163	4	1	173	2	10	4	6	22	1	78	8	1	88	308
08:30 AM	15	7	4	9	35	3	123	3	1	130	5	15	5	6	31	1	80	8	3	92	288
08:45 AM	12	9	9	6	36	5	137	4	1	147	9	13	9	5	36	2	73	9	1	85	304
Total	45	22	28	19	114	22	602	11	6	641	23	53	28	20	124	5	326	33	5	369	1248
Grand Total	88	33	45	27	193	55	1130	16	7	1208	34	81	62	37	214	8	522	54	5	589	2204
Apprch %	45.6	17.1	23.3	14		4.6	93.5	1.3	0.6		15.9	37.9	29	17.3		1.4	88.6	9.2	0.8		
Total %	4	1.5	2	1.2	8.8	2.5	51.3	0.7	0.3	54.8	1.5	3.7	2.8	1.7	9.7	0.4	23.7	2.5	0.2	26.7	
Lights	80	32	42	27	181	55	1079	15	7	1156	34	80	60	37	211	7	486	49	5	547	2095
% Lights	90.9	97	93.3	100	93.8	100	95.5	93.8	100	95.7	100	98.8	96.8	100	98.6	87.5	93.1	90.7	100	92.9	95.1
Buses	3	0	1	0	4	0	27	0	0	27	0	1	0	0	1	0	22	0	0	22	54
% Buses	3.4	0	2.2	0	2.1	0	2.4	0	0	2.2	0	1.2	0	0	0.5	0	4.2	0	0	3.7	2.5
Trucks	5	1	2	0	8	0	24	1	0	25	0	0	2	0	2	1	14	5	0	20	55
% Trucks	5.7	3	4.4	0	4.1	0	2.1	6.2	0	2.1	0	0	3.2	0	0.9	12.5	2.7	9.3	0	3.4	2.5

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**13**	1	6	20	6	173	0	179	4	6	10	20	**2**	50	6	58	277
07:45 AM	11	**6**	4	21	**11**	178	3	**192**	4	13	**17**	**34**	1	75	**10**	86	333
08:00 AM	10	2	4	16	9	**179**	0	188	**7**	**15**	10	32	1	**95**	8	**104**	**340**
08:15 AM	8	4	**11**	**23**	5	163	**4**	172	2	10	4	16	1	78	8	87	298
Total Volume	42	13	25	80	31	693	7	731	17	44	41	102	5	298	32	335	1248
% App. Total	52.5	16.2	31.2		4.2	94.8	1		16.7	43.1	40.2		1.5	89	9.6		
PHF	.808	.542	.568	.870	.705	.968	.438	.952	.607	.733	.603	.750	.625	.784	.800	.805	.918

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1THUR AM FINAL
Site Code : 00000001
Start Date : 10/13/2022
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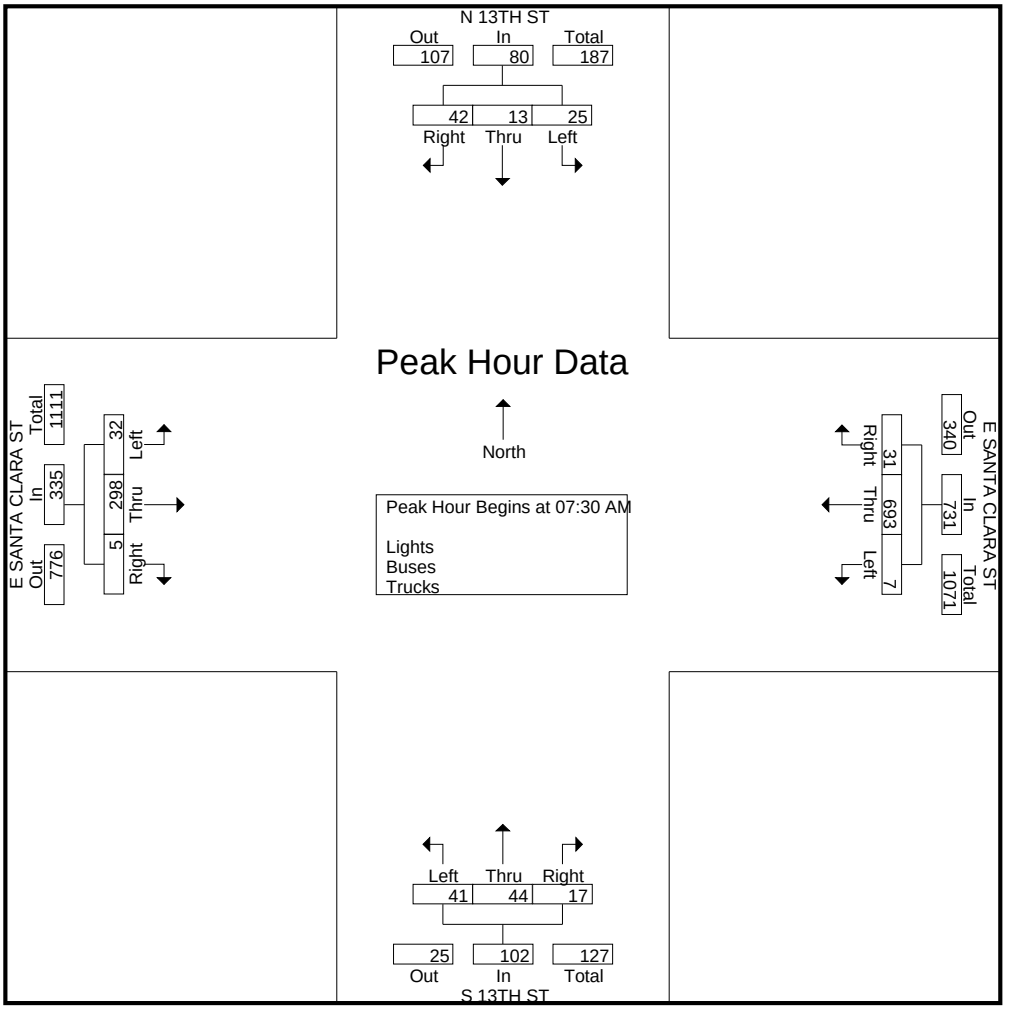

Traffic Data Service

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Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	4	3	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Grand Total	5	4	0	0	9	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	12
Apprch %	55.6	44.4	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	41.7	33.3	0	0	75	0	0	0	0	0	0	16.7	0	0	16.7	0	8.3	0	0	8.3	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	1	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
08:30 AM	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	4	3	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
% App. Total	57.1	42.9	0		0	0	0		0	100	0		0	0	0		
PHF	.500	.750	.000	.875	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

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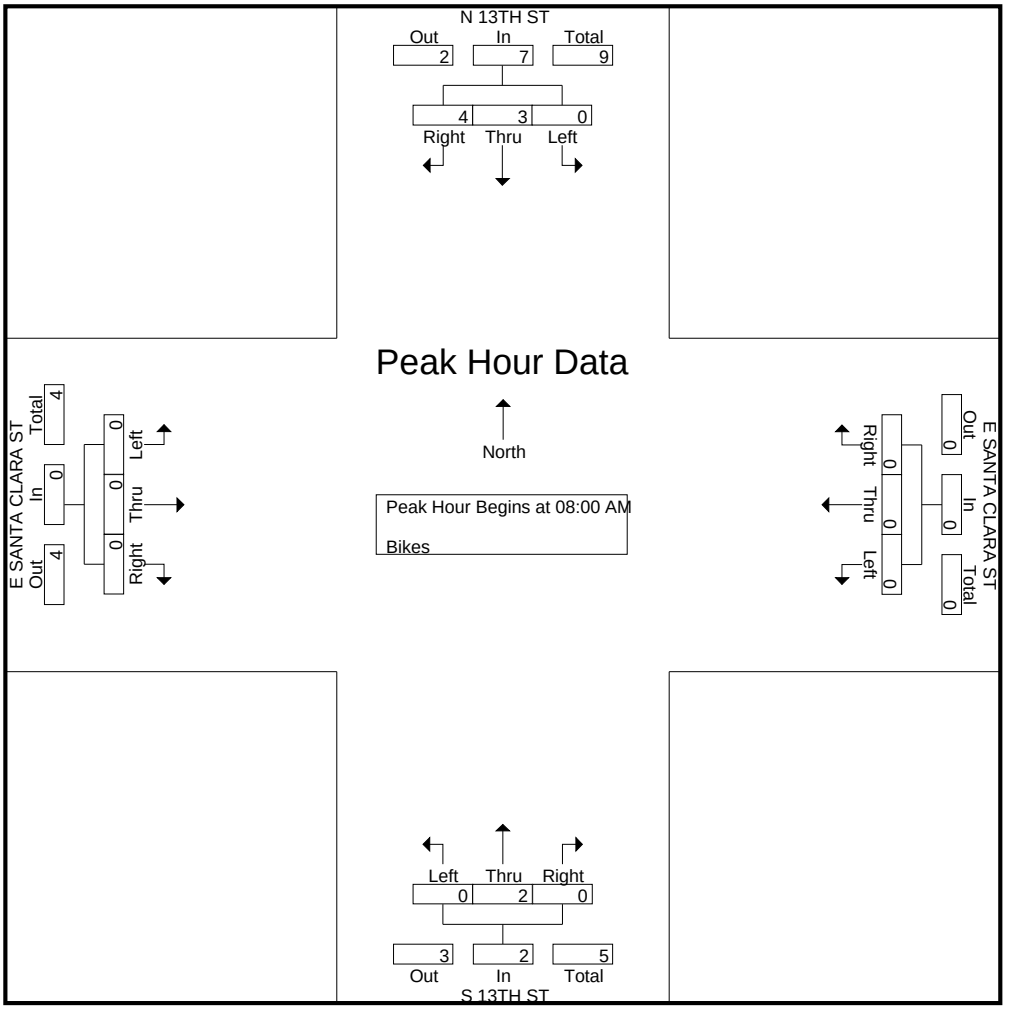

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File Name : 1THUR PM FINAL
Site Code : 00000001
Start Date : 10/13/2022
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Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	6	21	8	50	6	81	1	4	92	5	2	5	2	14	3	213	8	4	228	384
04:15 PM	17	1	22	8	48	8	80	1	3	92	6	7	1	0	14	2	199	7	2	210	364
04:30 PM	20	5	28	5	58	6	75	0	1	82	3	7	2	2	14	1	214	8	2	225	379
04:45 PM	10	4	28	2	44	9	72	0	5	86	4	4	6	9	23	2	194	11	4	211	364
Total	62	16	99	23	200	29	308	2	13	352	18	20	14	13	65	8	820	34	12	874	1491
05:00 PM	23	11	23	3	60	8	75	0	1	84	4	10	5	1	20	1	183	8	0	192	356
05:15 PM	20	7	32	2	61	2	69	0	9	80	1	9	1	4	15	1	203	6	2	212	368
05:30 PM	19	7	28	2	56	3	69	0	2	74	7	7	2	6	22	0	187	4	3	194	346
05:45 PM	21	3	27	2	53	6	85	1	4	96	4	4	3	9	20	3	183	10	0	196	365
Total	83	28	110	9	230	19	298	1	16	334	16	30	11	20	77	5	756	28	5	794	1435
Grand Total	145	44	209	32	430	48	606	3	29	686	34	50	25	33	142	13	1576	62	17	1668	2926
Apprch %	33.7	10.2	48.6	7.4		7	88.3	0.4	4.2		23.9	35.2	17.6	23.2		0.8	94.5	3.7	1		
Total %	5	1.5	7.1	1.1	14.7	1.6	20.7	0.1	1	23.4	1.2	1.7	0.9	1.1	4.9	0.4	53.9	2.1	0.6	57	
Lights	144	43	209	32	428	45	579	3	29	656	34	50	24	33	141	13	1541	62	17	1633	2858
% Lights	99.3	97.7	100	100	99.5	93.8	95.5	100	100	95.6	100	100	96	100	99.3	100	97.8	100	100	97.9	97.7
Buses	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	24	0	0	24	49
% Buses	0.7	0	0	0	0.2	0	4	0	0	3.5	0	0	0	0	0	0	1.5	0	0	1.4	1.7
Trucks	0	1	0	0	1	3	3	0	0	6	0	0	1	0	1	0	11	0	0	11	19
% Trucks	0	2.3	0	0	0.2	6.2	0.5	0	0	0.9	0	0	4	0	0.7	0	0.7	0	0	0.7	0.6

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	**6**	21	42	6	**81**	**1**	88	5	2	5	12	**3**	213	8	**224**	366
04:15 PM	17	1	22	40	8	80	1	**89**	**6**	**7**	1	**14**	2	199	7	208	351
04:30 PM	**20**	5	**28**	**53**	6	75	0	81	3	7	2	12	1	**214**	8	223	**369**
04:45 PM	10	4	28	42	**9**	72	0	81	4	4	**6**	14	2	194	**11**	207	344
Total Volume	62	16	99	177	29	308	2	339	18	20	14	52	8	820	34	862	1430
% App. Total	35	9	55.9		8.6	90.9	0.6		34.6	38.5	26.9		0.9	95.1	3.9		
PHF	.775	.667	.884	.835	.806	.951	.500	.952	.750	.714	.583	.929	.667	.958	.773	.962	.969

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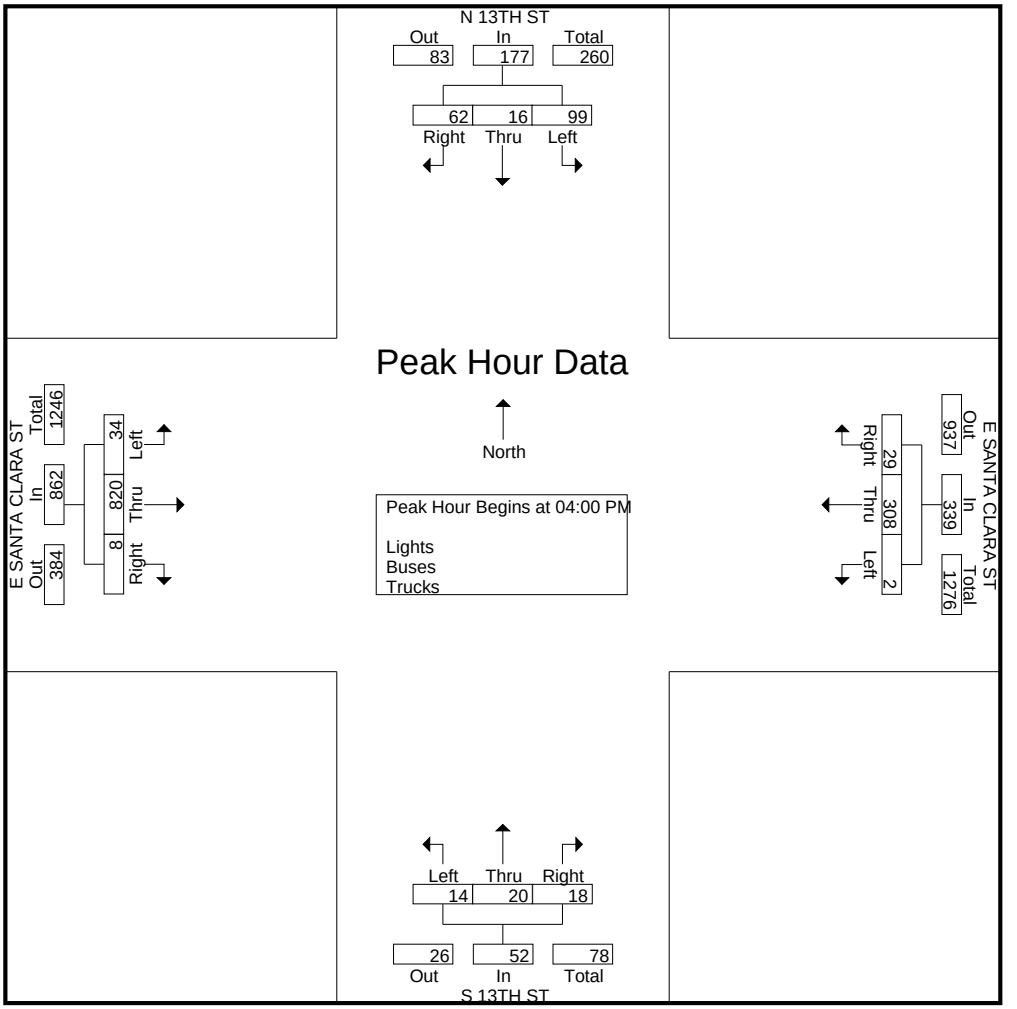

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File Name : 1THUR PM FINAL
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Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	1	0	0	3	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
05:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	3	2	0	0	5	0	1	0	0	1	2	1	0	0	3	0	4	2	0	6	15
Grand Total	5	3	0	0	8	1	4	0	0	5	2	2	0	0	4	0	4	2	0	6	23
Apprch %	62.5	37.5	0	0		20	80	0	0		50	50	0	0		0	66.7	33.3	0		
Total %	21.7	13	0	0	34.8	4.3	17.4	0	0	21.7	8.7	8.7	0	0	17.4	0	17.4	8.7	0	26.1	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**2**	**1**	0	**3**	0	1	0	1	4
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	3
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**	2	3
05:45 PM	**2**	**2**	0	**4**	0	0	0	0	0	0	0	0	0	1	0	1	**5**
Total Volume	3	2	0	5	0	1	0	1	2	1	0	3	0	4	2	6	15
% App. Total	60	40	0		0	100	0		66.7	33.3	0		0	66.7	33.3		
PHF	.375	.250	.000	.313	.000	.250	.000	.250	.250	.250	.000	.250	.000	.500	.250	.750	.750

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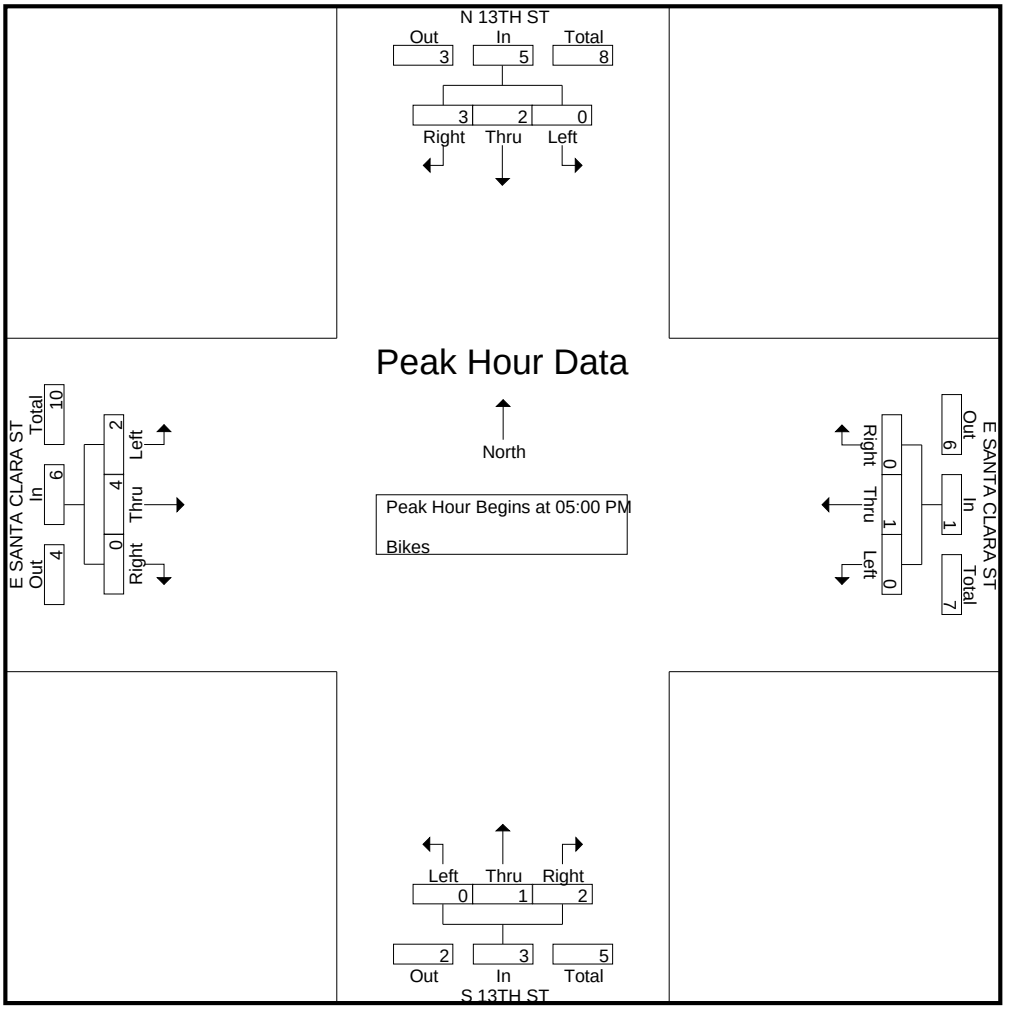

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File Name : 1TUES AM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	3	1	2	10	3	70	0	0	73	1	5	4	2	12	0	34	3	1	38	133
07:15 AM	9	1	3	0	13	8	97	0	3	108	1	5	5	4	15	1	45	4	0	50	186
07:30 AM	7	1	10	2	20	7	143	0	0	150	2	8	11	7	28	1	56	7	1	65	263
07:45 AM	18	5	7	3	33	9	189	1	1	200	4	15	19	7	45	0	74	8	4	86	364
Total	38	10	21	7	76	27	499	1	4	531	8	33	39	20	100	2	209	22	6	239	946
08:00 AM	14	4	5	6	29	10	183	1	1	195	5	13	7	3	28	1	105	8	0	114	366
08:15 AM	13	3	4	9	29	5	177	3	6	191	3	13	7	6	29	1	60	8	0	69	318
08:30 AM	13	8	10	4	35	7	162	6	2	177	5	14	9	4	32	2	71	8	2	83	327
08:45 AM	4	4	4	2	14	13	110	2	3	128	15	8	6	4	33	4	86	4	4	98	273
Total	44	19	23	21	107	35	632	12	12	691	28	48	29	17	122	8	322	28	6	364	1284
Grand Total	82	29	44	28	183	62	1131	13	16	1222	36	81	68	37	222	10	531	50	12	603	2230
Apprch %	44.8	15.8	24	15.3		5.1	92.6	1.1	1.3		16.2	36.5	30.6	16.7		1.7	88.1	8.3	2		
Total %	3.7	1.3	2	1.3	8.2	2.8	50.7	0.6	0.7	54.8	1.6	3.6	3	1.7	10	0.4	23.8	2.2	0.5	27	
Lights	75	29	41	28	173	62	1089	13	16	1180	32	80	68	37	217	9	498	45	12	564	2134
% Lights	91.5	100	93.2	100	94.5	100	96.3	100	100	96.6	88.9	98.8	100	100	97.7	90	93.8	90	100	93.5	95.7
Buses	2	0	2	0	4	0	25	0	0	25	0	1	0	0	1	0	21	1	0	22	52
% Buses	2.4	0	4.5	0	2.2	0	2.2	0	0	2	0	1.2	0	0	0.5	0	4	2	0	3.6	2.3
Trucks	5	0	1	0	6	0	17	0	0	17	4	0	0	0	4	1	12	4	0	17	44
% Trucks	6.1	0	2.3	0	3.3	0	1.5	0	0	1.4	11.1	0	0	0	1.8	10	2.3	8	0	2.8	2

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**18**	5	7	30	9	**189**	1	**199**	4	**15**	**19**	**38**	0	74	**8**	82	349
08:00 AM	14	4	5	23	**10**	183	1	194	**5**	13	7	25	1	**105**	8	**114**	**356**
08:15 AM	13	3	4	20	5	177	3	185	3	13	7	23	1	60	8	69	297
08:30 AM	13	**8**	**10**	**31**	7	162	**6**	175	5	14	9	28	**2**	71	8	81	315
Total Volume	58	20	26	104	31	711	11	753	17	55	42	114	4	310	32	346	1317
% App. Total	55.8	19.2	25		4.1	94.4	1.5		14.9	48.2	36.8		1.2	89.6	9.2		
PHF	.806	.625	.650	.839	.775	.940	.458	.946	.850	.917	.553	.750	.500	.738	1.00	.759	.925

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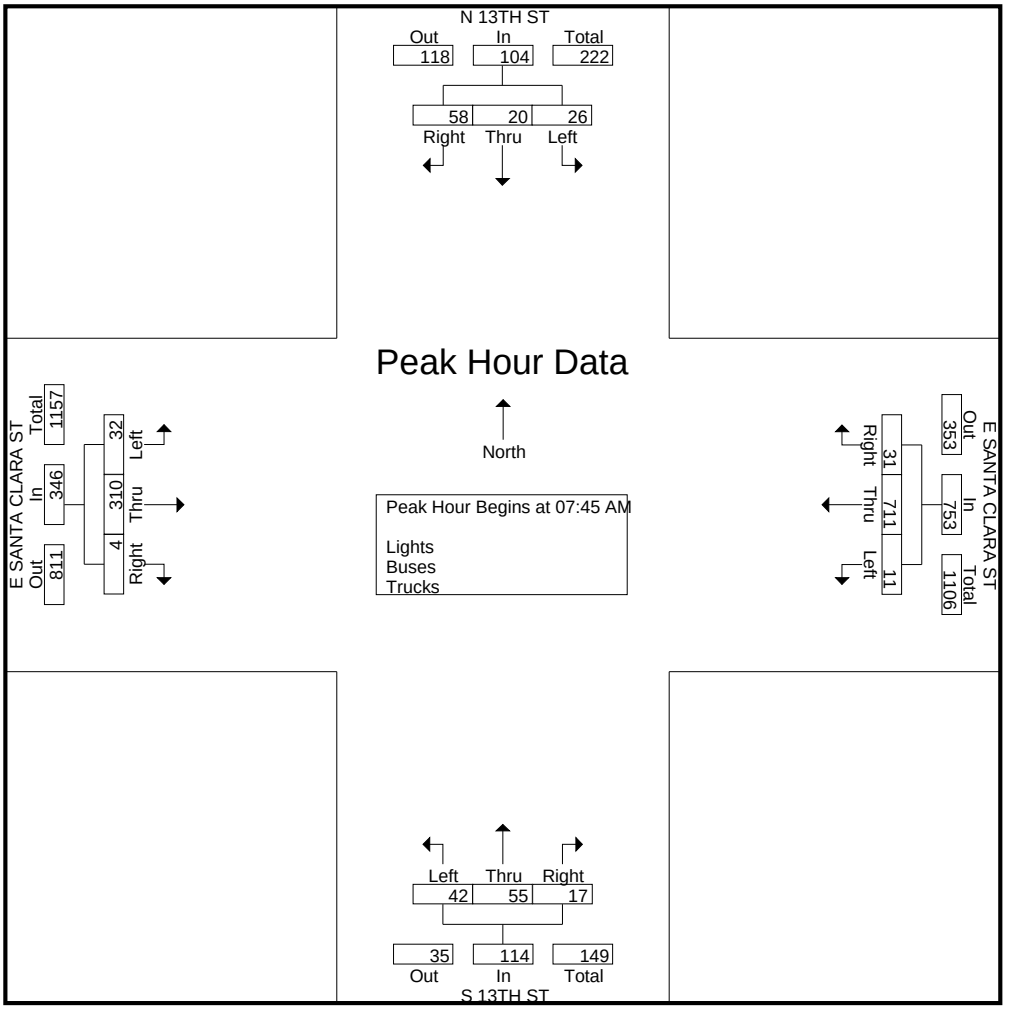

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File Name : 1TUES AM FINAL
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Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	0	3	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	8
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	2	1	0	0	3	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	7
Grand Total	3	2	1	0	6	0	4	0	0	4	0	2	0	0	2	0	2	1	0	3	15
Apprch %	50	33.3	16.7	0		0	100	0	0		0	100	0	0		0	66.7	33.3	0		
Total %	20	13.3	6.7	0	40	0	26.7	0	0	26.7	0	13.3	0	0	13.3	0	13.3	6.7	0	20	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	**4**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	1	4	0	2	0	2	0	1	0	1	0	2	0	2	9
% App. Total	25	50	25		0	100	0		0	100	0		0	100	0		
PHF	.250	.500	.250	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.563

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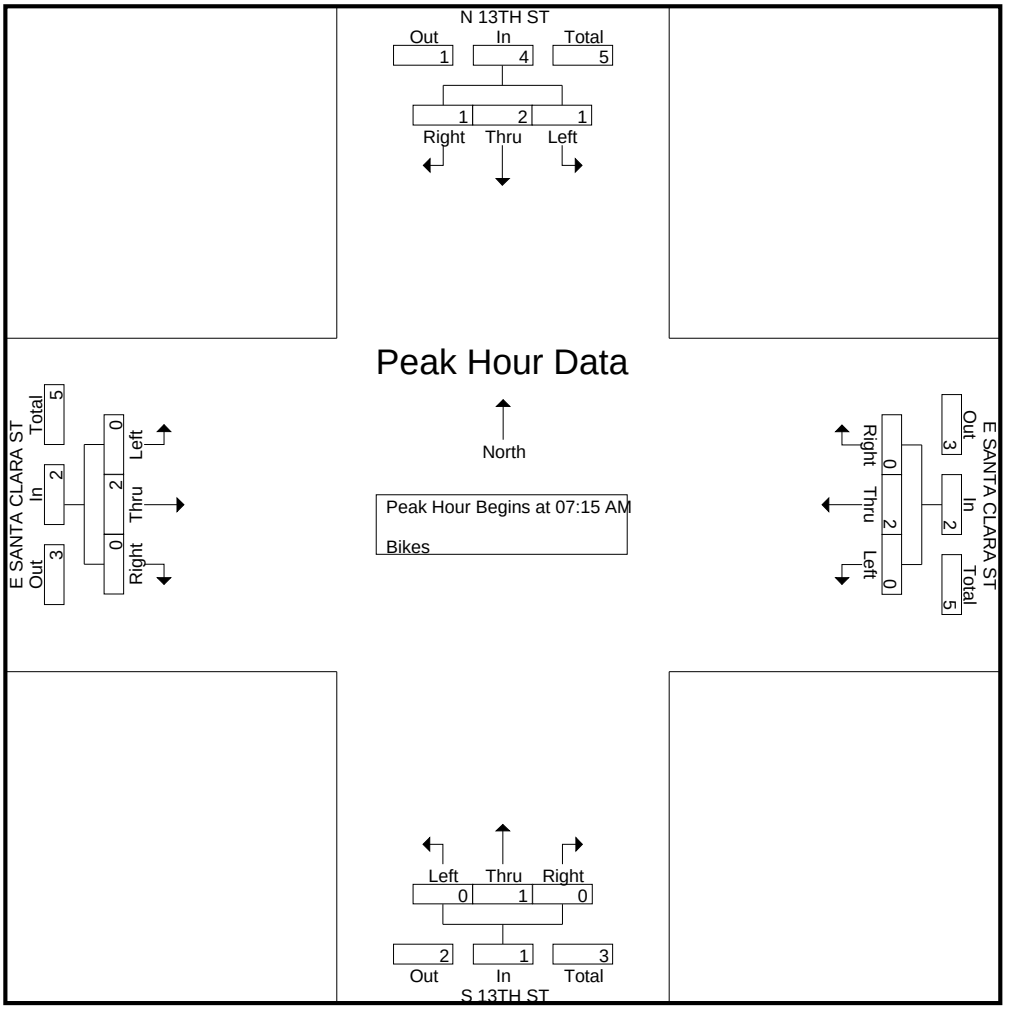

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File Name : 1TUES PM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	20	13	20	5	58	3	82	0	1	86	10	8	2	4	24	1	162	7	3	173	341
04:15 PM	17	7	22	3	49	5	63	1	2	71	4	10	6	5	25	0	160	5	0	165	310
04:30 PM	16	5	20	4	45	6	76	2	3	87	5	8	2	0	15	2	192	10	0	204	351
04:45 PM	20	5	22	3	50	11	69	2	2	84	8	4	3	2	17	1	152	8	1	162	313
Total	73	30	84	15	202	25	290	5	8	328	27	30	13	11	81	4	666	30	4	704	1315
05:00 PM	35	8	28	2	73	6	80	1	2	89	11	7	8	6	32	7	206	5	3	221	415
05:15 PM	25	6	31	7	69	6	73	2	1	82	3	10	2	8	23	4	190	8	3	205	379
05:30 PM	24	12	23	4	63	8	64	1	1	74	3	13	5	11	32	6	192	7	2	207	376
05:45 PM	17	4	19	4	44	1	67	1	3	72	3	4	3	12	22	2	164	8	3	177	315
Total	101	30	101	17	249	21	284	5	7	317	20	34	18	37	109	19	752	28	11	810	1485
Grand Total	174	60	185	32	451	46	574	10	15	645	47	64	31	48	190	23	1418	58	15	1514	2800
Apprch %	38.6	13.3	41	7.1		7.1	89	1.6	2.3		24.7	33.7	16.3	25.3		1.5	93.7	3.8	1		
Total %	6.2	2.1	6.6	1.1	16.1	1.6	20.5	0.4	0.5	23	1.7	2.3	1.1	1.7	6.8	0.8	50.6	2.1	0.5	54.1	
Lights	171	60	184	32	447	46	548	10	15	619	47	64	31	48	190	22	1385	56	15	1478	2734
% Lights	98.3	100	99.5	100	99.1	100	95.5	100	100	96	100	100	100	100	100	95.7	97.7	96.6	100	97.6	97.6
Buses	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	0	22	0	0	22	45
% Buses	0.6	0	0	0	0.2	0	3.8	0	0	3.4	0	0	0	0	0	0	1.6	0	0	1.5	1.6
Trucks	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	1	11	2	0	14	21
% Trucks	1.1	0	0.5	0	0.7	0	0.7	0	0	0.6	0	0	0	0	0	4.3	0.8	3.4	0	0.9	0.8

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	5	22	47	**11**	69	**2**	82	8	4	3	15	1	152	**8**	161	305
05:00 PM	**35**	8	28	**71**	6	**80**	1	**87**	**11**	7	**8**	**26**	**7**	**206**	5	**218**	**402**
05:15 PM	25	6	**31**	62	6	73	2	81	3	10	2	15	4	190	8	202	360
05:30 PM	24	**12**	23	59	8	64	1	73	3	**13**	5	21	6	192	7	205	358
Total Volume	104	31	104	239	31	286	6	323	25	34	18	77	18	740	28	786	1425
% App. Total	43.5	13	43.5		9.6	88.5	1.9		32.5	44.2	23.4		2.3	94.1	3.6		
PHF	.743	.646	.839	.842	.705	.894	.750	.928	.568	.654	.563	.740	.643	.898	.875	.901	.886

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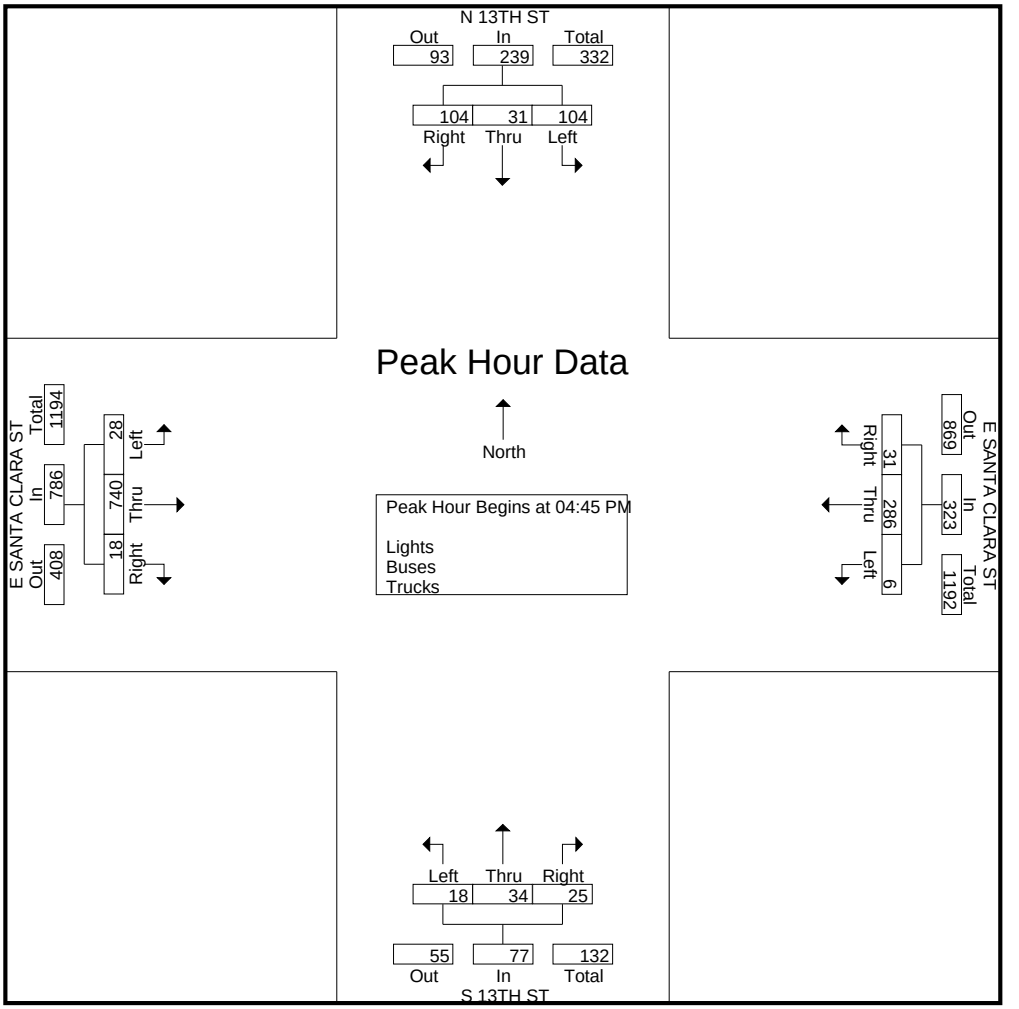

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File Name : 1TUES PM FINAL
Site Code : 00000001
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Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
05:30 PM	1	1	0	0	2	0	3	0	0	3	1	1	0	0	2	0	1	0	0	1	8
05:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Total	4	2	0	0	6	0	5	0	0	5	1	3	0	0	4	0	4	0	0	4	19
Grand Total	4	2	0	0	6	0	5	0	0	5	3	3	0	0	6	0	6	1	0	7	24
Apprch %	66.7	33.3	0	0		0	100	0	0		50	50	0	0		0	85.7	14.3	0		
Total %	16.7	8.3	0	0	25	0	20.8	0	0	20.8	12.5	12.5	0	0	25	0	25	4.2	0	29.2	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
05:15 PM	1	0	0	1	0	1	0	1	0	**1**	0	1	0	1	0	1	4
05:30 PM	1	**1**	0	2	0	**3**	0	**3**	**1**	1	0	**2**	0	1	0	1	**8**
05:45 PM	**2**	1	0	**3**	0	0	0	0	0	1	0	1	0	1	0	1	5
Total Volume	4	2	0	6	0	5	0	5	1	3	0	4	0	4	0	4	19
% App. Total	66.7	33.3	0		0	100	0		25	75	0		0	100	0		
PHF	.500	.500	.000	.500	.000	.417	.000	.417	.250	.750	.000	.500	.000	1.00	.000	1.00	.594

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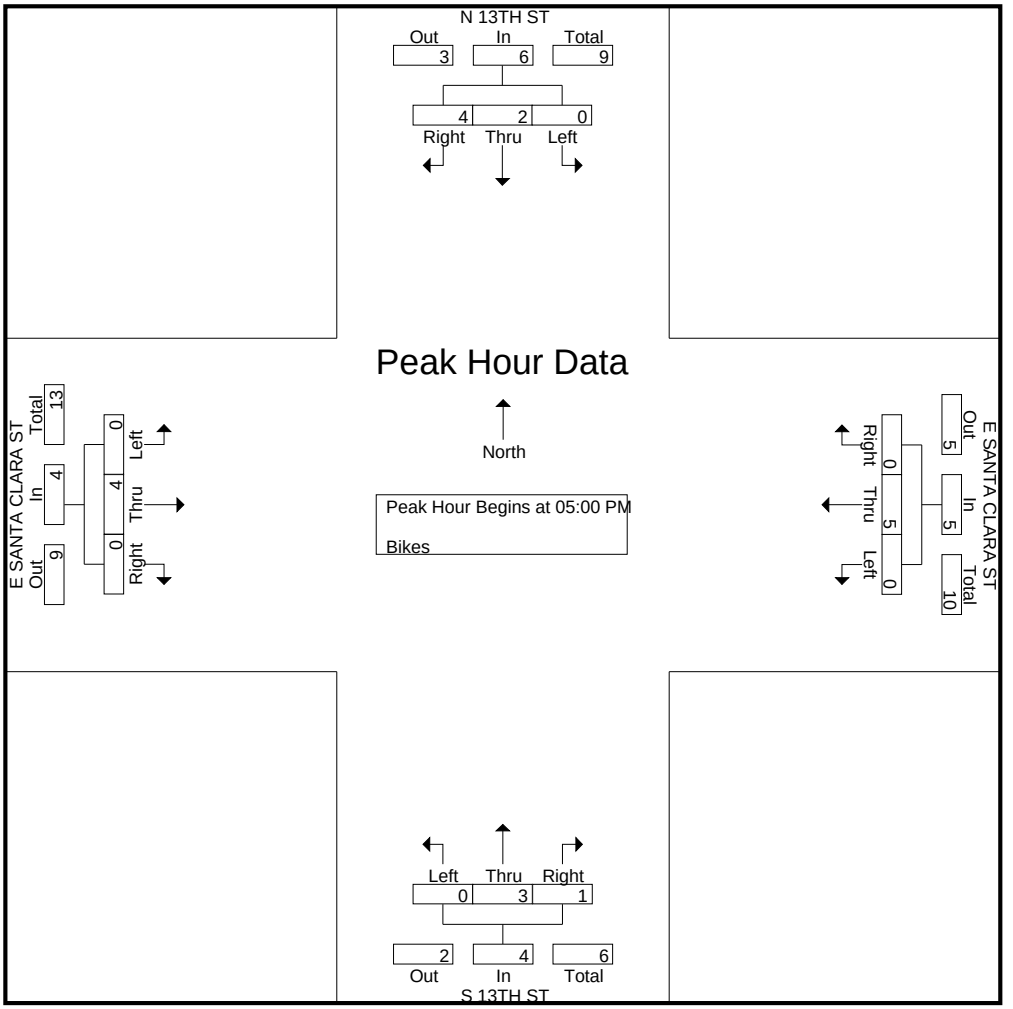

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File Name : 1WED AM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	1	1	2	11	4	70	0	2	76	1	1	5	3	10	0	33	2	0	35	132
07:15 AM	11	2	1	1	15	7	101	1	1	110	0	7	7	5	19	2	42	6	1	51	195
07:30 AM	9	2	9	1	21	6	163	0	2	171	4	9	10	2	25	2	49	3	0	54	271
07:45 AM	14	7	6	1	28	8	175	0	0	183	2	13	20	5	40	0	89	5	0	94	345
Total	41	12	17	5	75	25	509	1	5	540	7	30	42	15	94	4	213	16	1	234	943
08:00 AM	10	5	9	2	26	9	173	1	1	184	2	20	8	5	35	1	79	5	1	86	331
08:15 AM	8	6	8	5	27	7	158	2	2	169	5	6	6	3	20	1	70	13	1	85	301
08:30 AM	16	6	7	3	32	9	158	1	2	170	9	10	4	2	25	1	87	13	2	103	330
08:45 AM	13	3	9	2	27	11	128	1	4	144	7	11	4	4	26	0	63	8	2	73	270
Total	47	20	33	12	112	36	617	5	9	667	23	47	22	14	106	3	299	39	6	347	1232
Grand Total	88	32	50	17	187	61	1126	6	14	1207	30	77	64	29	200	7	512	55	7	581	2175
Apprch %	47.1	17.1	26.7	9.1		5.1	93.3	0.5	1.2		15	38.5	32	14.5		1.2	88.1	9.5	1.2		
Total %	4	1.5	2.3	0.8	8.6	2.8	51.8	0.3	0.6	55.5	1.4	3.5	2.9	1.3	9.2	0.3	23.5	2.5	0.3	26.7	
Lights	82	31	46	17	176	59	1085	6	14	1164	30	75	64	29	198	7	480	51	7	545	2083
% Lights	93.2	96.9	92	100	94.1	96.7	96.4	100	100	96.4	100	97.4	100	100	99	100	93.8	92.7	100	93.8	95.8
Buses	2	0	2	0	4	0	25	0	0	25	0	1	0	0	1	0	22	0	0	22	52
% Buses	2.3	0	4	0	2.1	0	2.2	0	0	2.1	0	1.3	0	0	0.5	0	4.3	0	0	3.8	2.4
Trucks	4	1	2	0	7	2	16	0	0	18	0	1	0	0	1	0	10	4	0	14	40
% Trucks	4.5	3.1	4	0	3.7	3.3	1.4	0	0	1.5	0	1.3	0	0	0.5	0	2	7.3	0	2.4	1.8

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	**7**	6	27	8	**175**	0	**183**	2	13	**20**	**35**	0	**89**	5	94	**339**
08:00 AM	10	5	**9**	24	**9**	173	1	183	2	**20**	8	30	**1**	79	5	85	322
08:15 AM	8	6	8	22	7	158	**2**	167	5	6	6	17	1	70	**13**	84	290
08:30 AM	**16**	6	7	**29**	9	158	1	168	**9**	10	4	23	1	87	13	**101**	321
Total Volume	48	24	30	102	33	664	4	701	18	49	38	105	3	325	36	364	1272
% App. Total	47.1	23.5	29.4		4.7	94.7	0.6		17.1	46.7	36.2		0.8	89.3	9.9		
PHF	.750	.857	.833	.879	.917	.949	.500	.958	.500	.613	.475	.750	.750	.913	.692	.901	.938

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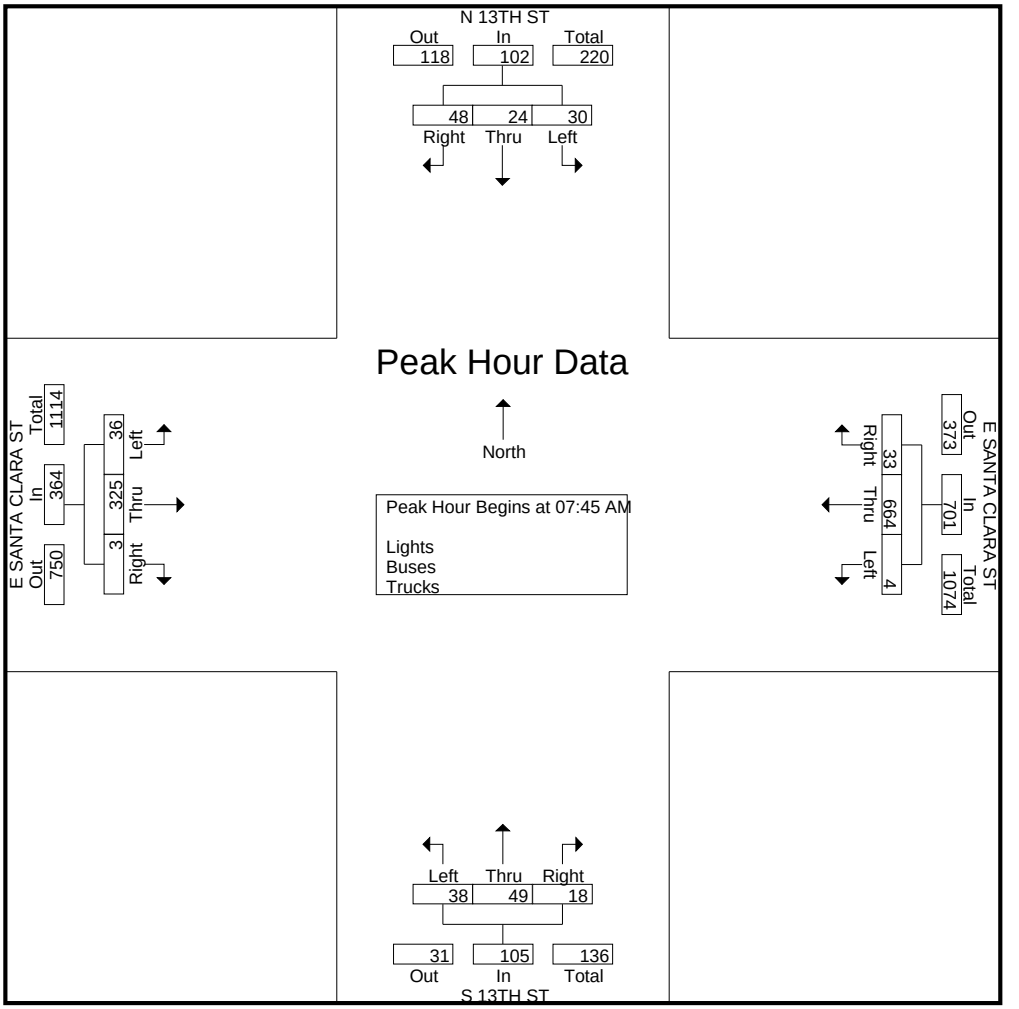

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File Name : 1WED AM FINAL
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Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
08:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	4	1	0	0	5	2	0	0	0	2	0	1	0	0	1	0	1	1	0	2	10
Grand Total	5	1	0	0	6	2	2	0	0	4	0	1	0	0	1	0	1	1	0	2	13
Apprch %	83.3	16.7	0	0		50	50	0	0		0	100	0	0		0	50	50	0		
Total %	38.5	7.7	0	0	46.2	15.4	15.4	0	0	30.8	0	7.7	0	0	7.7	0	7.7	7.7	0	15.4	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	0	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
08:15 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	3
08:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	**1**	0	1	3
Total Volume	4	1	0	5	2	0	0	2	0	1	0	1	0	1	1	2	10
% App. Total	80	20	0		100	0	0		0	100	0		0	50	50		
PHF	.500	.250	.000	.625	.500	.000	.000	.500	.000	.250	.000	.250	.000	.250	.250	.500	.833

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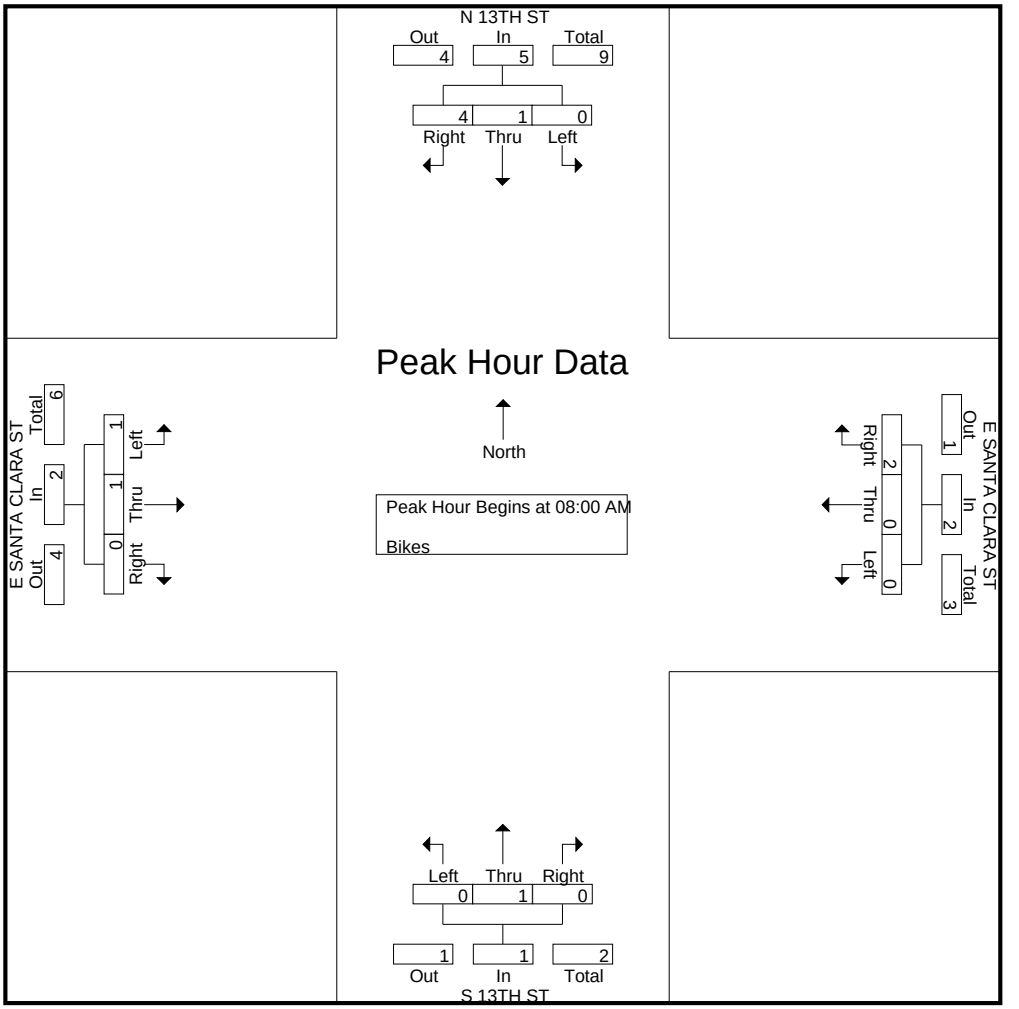

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Groups Printed- Lights - Buses - Trucks

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	3	23	2	51	3	74	0	7	84	1	5	4	2	12	1	153	9	4	167	314
04:15 PM	20	6	14	6	46	3	72	3	2	80	5	8	6	10	29	4	162	9	3	178	333
04:30 PM	18	9	27	4	58	7	75	1	7	90	5	9	6	4	24	3	165	9	1	178	350
04:45 PM	20	5	20	4	49	2	80	0	1	83	2	9	1	6	18	3	181	2	1	187	337
Total	81	23	84	16	204	15	301	4	17	337	13	31	17	22	83	11	661	29	9	710	1334
05:00 PM	28	3	29	7	67	5	67	4	1	77	5	8	8	0	21	1	201	10	1	213	378
05:15 PM	23	10	22	4	59	6	61	3	1	71	2	11	6	9	28	0	175	9	1	185	343
05:30 PM	23	5	19	2	49	4	95	0	3	102	5	1	3	6	15	2	185	4	2	193	359
05:45 PM	17	5	25	2	49	4	79	1	2	86	2	7	7	10	26	4	189	7	3	203	364
Total	91	23	95	15	224	19	302	8	7	336	14	27	24	25	90	7	750	30	7	794	1444
Grand Total	172	46	179	31	428	34	603	12	24	673	27	58	41	47	173	18	1411	59	16	1504	2778
Apprch %	40.2	10.7	41.8	7.2		5.1	89.6	1.8	3.6		15.6	33.5	23.7	27.2		1.2	93.8	3.9	1.1		
Total %	6.2	1.7	6.4	1.1	15.4	1.2	21.7	0.4	0.9	24.2	1	2.1	1.5	1.7	6.2	0.6	50.8	2.1	0.6	54.1	
Lights	170	46	179	31	426	34	575	11	24	644	27	57	41	47	172	18	1381	58	16	1473	2715
% Lights	98.8	100	100	100	99.5	100	95.4	91.7	100	95.7	100	98.3	100	100	99.4	100	97.9	98.3	100	97.9	97.7
Buses	1	0	0	0	1	0	23	1	0	24	0	0	0	0	0	0	25	0	0	25	50
% Buses	0.6	0	0	0	0.2	0	3.8	8.3	0	3.6	0	0	0	0	0	0	1.8	0	0	1.7	1.8
Trucks	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	0	5	1	0	6	13
% Trucks	0.6	0	0	0	0.2	0	0.8	0	0	0.7	0	1.7	0	0	0.6	0	0.4	1.7	0	0.4	0.5

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**28**	3	**29**	**60**	5	67	**4**	76	**5**	8	**8**	**21**	1	**201**	**10**	**212**	**369**
05:15 PM	23	**10**	22	55	**6**	61	3	70	2	**11**	6	19	0	175	9	184	328
05:30 PM	23	5	19	47	4	**95**	0	**99**	5	1	3	9	2	185	4	191	346
05:45 PM	17	5	25	47	4	79	1	84	2	7	7	16	**4**	189	7	200	347
Total Volume	91	23	95	209	19	302	8	329	14	27	24	65	7	750	30	787	1390
% App. Total	43.5	11	45.5		5.8	91.8	2.4		21.5	41.5	36.9		0.9	95.3	3.8		
PHF	.813	.575	.819	.871	.792	.795	.500	.831	.700	.614	.750	.774	.438	.933	.750	.928	.942

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File Name : 1WED PM FINAL
Site Code : 00000001
Start Date : 10/12/2022
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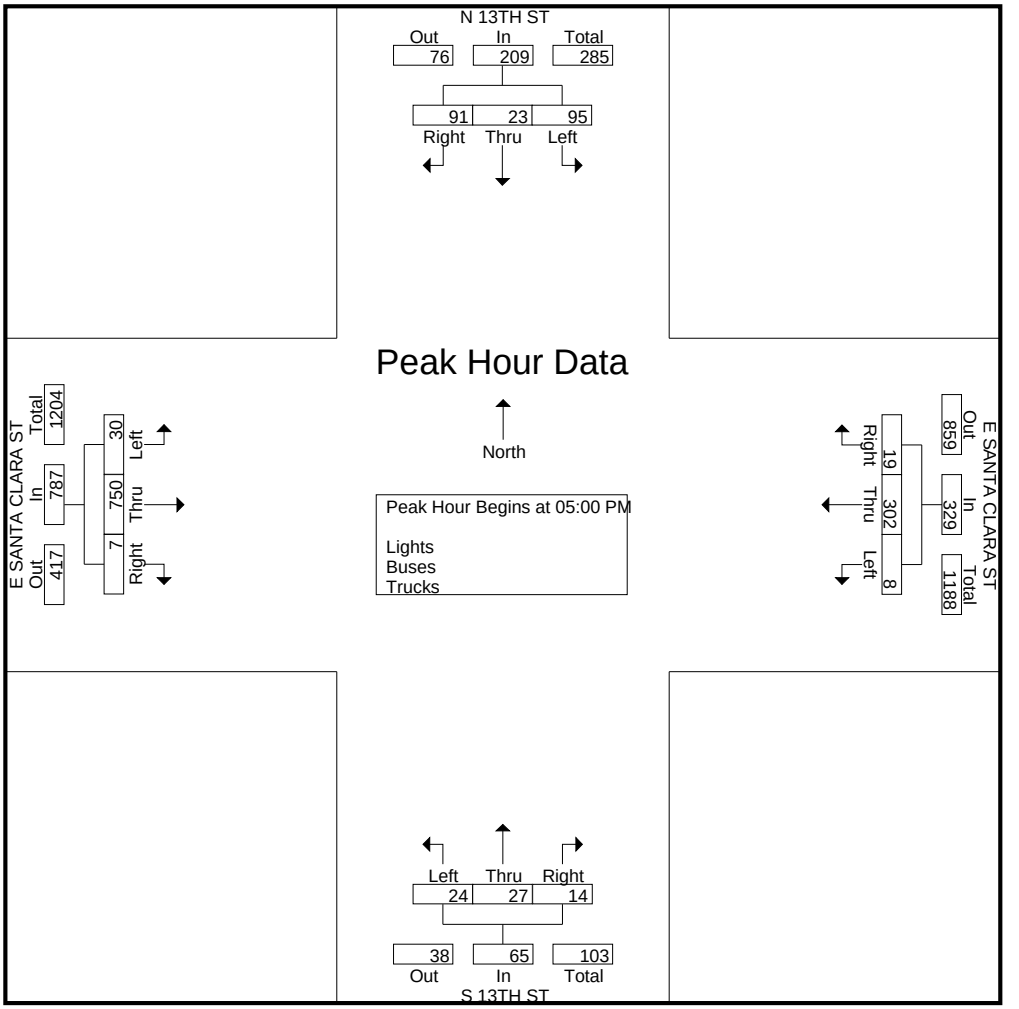

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File Name : 1WED PM FINAL
Site Code : 00000001
Start Date : 10/12/2022
Page No : 1

Groups Printed- Bikes

	N 13TH ST Southbound					E SANTA CLARA ST Westbound					S 13TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
04:15 PM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	5
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
04:45 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
Total	2	0	0	0	2	1	6	0	0	7	0	2	0	0	2	0	5	2	0	7	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	10
Total	0	2	0	0	2	2	8	0	0	10	0	3	0	0	3	0	1	1	0	2	17
Grand Total	2	2	0	0	4	3	14	0	0	17	0	5	0	0	5	0	6	3	0	9	35
Apprch %	50	50	0	0		17.6	82.4	0	0		0	100	0	0		0	66.7	33.3	0		
Total %	5.7	5.7	0	0	11.4	8.6	40	0	0	48.6	0	14.3	0	0	14.3	0	17.1	8.6	0	25.7	

	N 13TH ST Southbound				E SANTA CLARA ST Westbound				S 13TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	**1**	2	**5**
04:15 PM	**1**	0	0	**1**	**1**	1	0	2	0	**1**	0	**1**	0	1	0	1	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	1	**3**	4
04:45 PM	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
Total Volume	2	0	0	2	1	6	0	7	0	2	0	2	0	5	2	7	18
% App. Total	100	0	0		14.3	85.7	0		0	100	0		0	71.4	28.6		
PHF	.500	.000	.000	.500	.250	.500	.000	.583	.000	.500	.000	.500	.000	.625	.500	.583	.900

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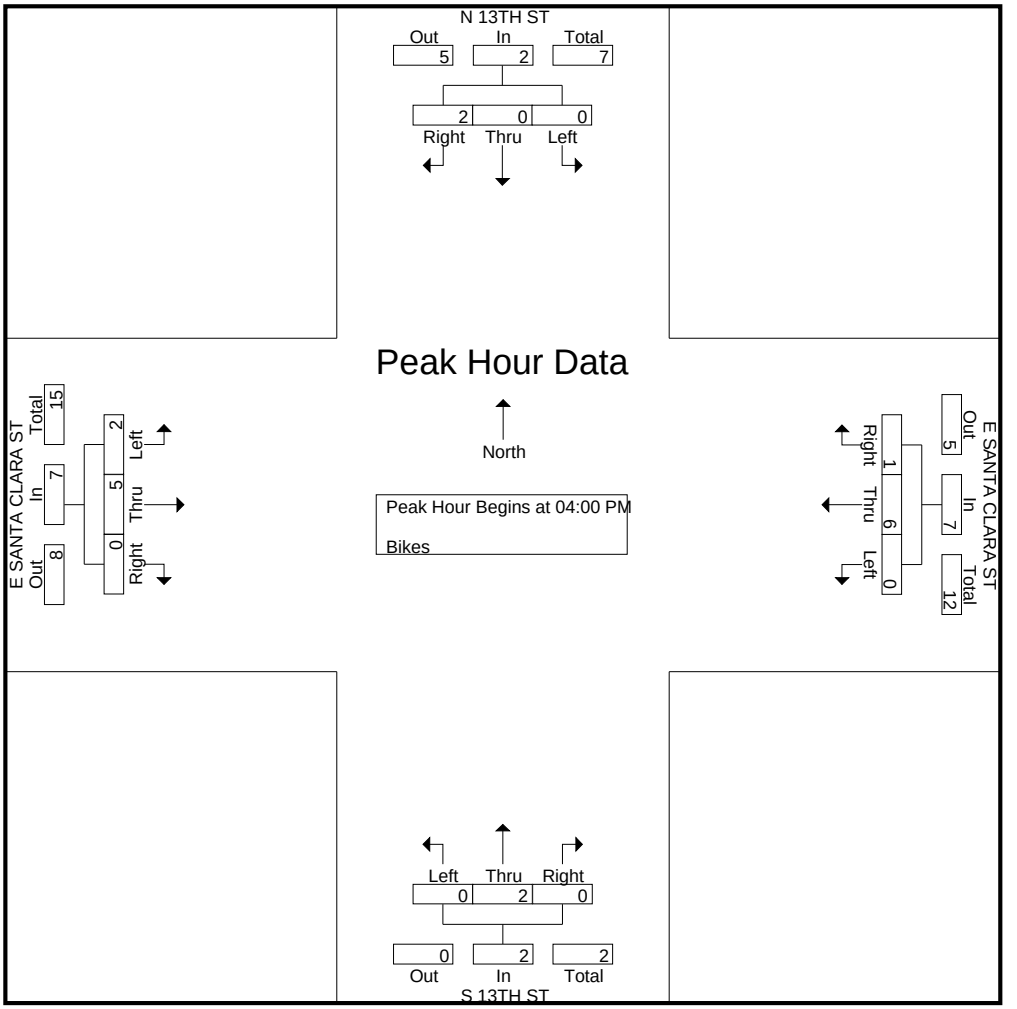

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File Name : 2THUR AM FINAL
Site Code : 00000002
Start Date : 10/13/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	1	0	1	5	0	85	0	1	86	0	0	1	2	3	0	34	2	0	36	130
07:15 AM	3	2	1	1	7	2	115	0	0	117	2	1	4	1	8	1	41	4	1	47	179
07:30 AM	2	0	2	2	6	1	160	1	0	162	0	4	2	7	13	2	49	6	0	57	238
07:45 AM	3	4	1	1	9	3	193	4	1	201	0	2	1	5	8	1	89	3	0	93	311
Total	11	7	4	5	27	6	553	5	2	566	2	7	8	15	32	4	213	15	1	233	858
08:00 AM	2	0	0	2	4	5	183	3	0	191	1	2	4	2	9	1	102	8	1	112	316
08:15 AM	3	4	0	3	10	6	172	0	0	178	3	0	0	4	7	3	88	5	1	97	292
08:30 AM	3	3	0	6	12	3	131	7	0	141	3	1	2	6	12	3	79	5	1	88	253
08:45 AM	1	1	0	4	6	7	130	3	0	140	6	0	2	8	16	4	81	5	1	91	253
Total	9	8	0	15	32	21	616	13	0	650	13	3	8	20	44	11	350	23	4	388	1114
Grand Total	20	15	4	20	59	27	1169	18	2	1216	15	10	16	35	76	15	563	38	5	621	1972
Apprch %	33.9	25.4	6.8	33.9		2.2	96.1	1.5	0.2		19.7	13.2	21.1	46.1		2.4	90.7	6.1	0.8		
Total %	1	0.8	0.2	1	3	1.4	59.3	0.9	0.1	61.7	0.8	0.5	0.8	1.8	3.9	0.8	28.5	1.9	0.3	31.5	
Lights	19	14	2	20	55	26	1116	17	2	1161	14	9	16	35	74	13	527	38	5	583	1873
% Lights	95	93.3	50	100	93.2	96.3	95.5	94.4	100	95.5	93.3	90	100	100	97.4	86.7	93.6	100	100	93.9	95
Buses	1	1	0	0	2	0	26	1	0	27	0	0	0	0	0	0	24	0	0	24	53
% Buses	5	6.7	0	0	3.4	0	2.2	5.6	0	2.2	0	0	0	0	0	0	4.3	0	0	3.9	2.7
Trucks	0	0	2	0	2	1	27	0	0	28	1	1	0	0	2	2	12	0	0	14	46
% Trucks	0	0	50	0	3.4	3.7	2.3	0	0	2.3	6.7	10	0	0	2.6	13.3	2.1	0	0	2.3	2.3

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	**4**	**1**	**8**	3	**193**	4	**200**	0	**2**	1	3	1	89	3	93	304
08:00 AM	2	0	0	2	5	183	3	191	1	2	**4**	**7**	1	**102**	**8**	**111**	**311**
08:15 AM	3	4	0	7	**6**	172	0	178	**3**	0	0	3	**3**	88	5	96	284
08:30 AM	3	3	0	6	3	131	**7**	141	3	1	2	6	3	79	5	87	240
Total Volume	11	11	1	23	17	679	14	710	7	5	7	19	8	358	21	387	1139
% App. Total	47.8	47.8	4.3		2.4	95.6	2		36.8	26.3	36.8		2.1	92.5	5.4		
PHF	.917	.688	.250	.719	.708	.880	.500	.888	.583	.625	.438	.679	.667	.877	.656	.872	.916

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Site Code : 00000002
Start Date : 10/13/2022
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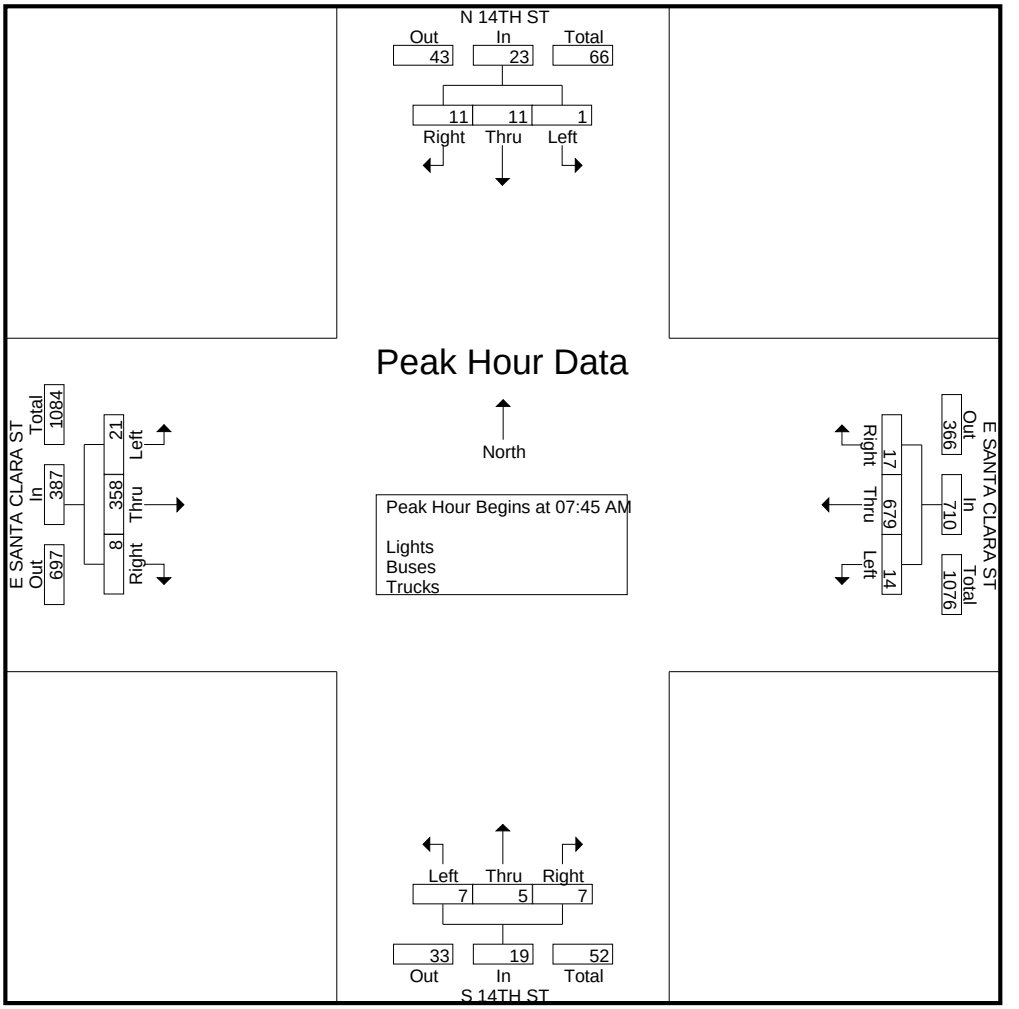

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File Name : 2THUR AM FINAL
Site Code : 00000002
Start Date : 10/13/2022
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Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
Grand Total	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	11.1	0	0	0	11.1	0	44.4	0	0	44.4	0	0	0	0	0	0	44.4	0	0	44.4	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1	**3**
Total Volume	1	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.500

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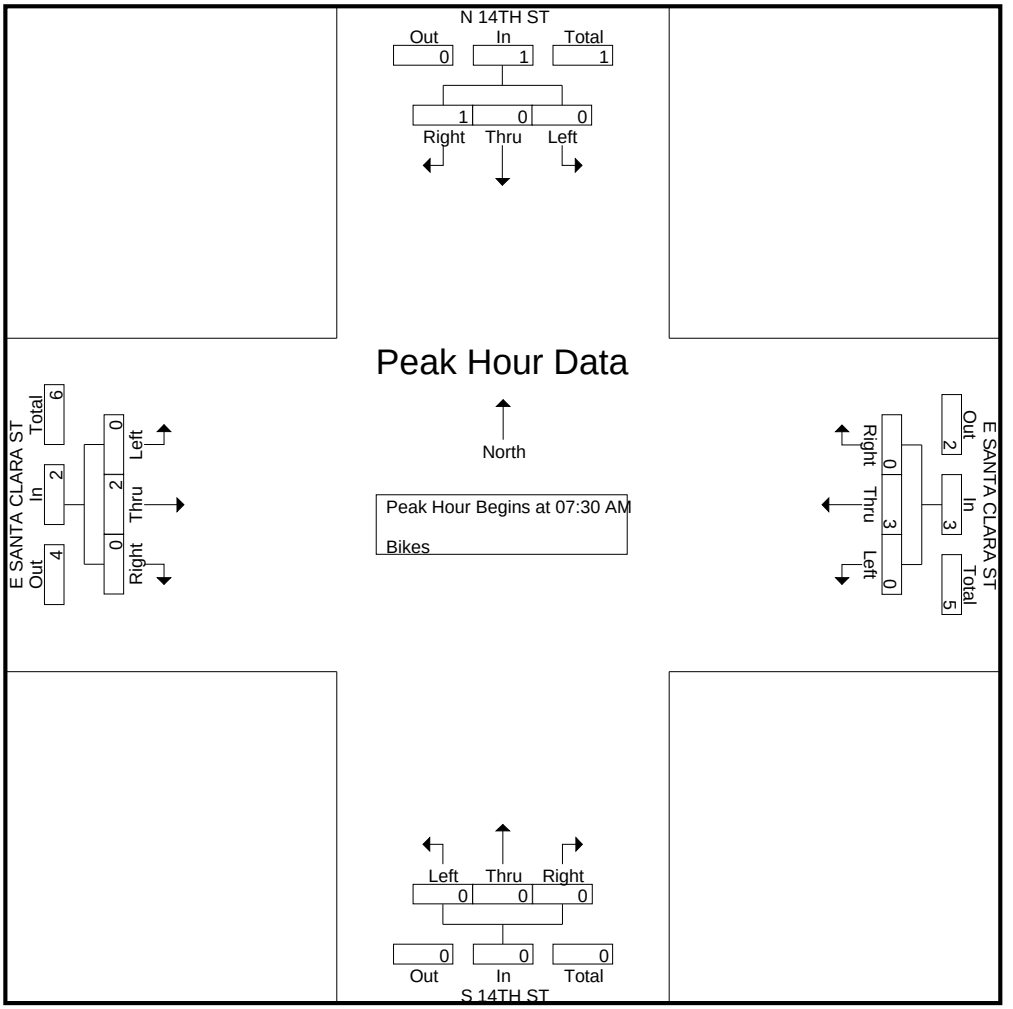

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File Name : 2THUR PM FINAL
Site Code : 00000002
Start Date : 10/13/2022
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Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	2	4	5	16	1	75	1	0	77	7	3	2	12	24	5	237	6	1	249	366
04:15 PM	4	1	2	4	11	4	87	1	0	92	7	1	1	8	17	1	230	4	0	235	355
04:30 PM	7	1	0	4	12	0	73	0	0	73	3	1	2	7	13	7	256	4	0	267	365
04:45 PM	8	1	4	2	15	3	74	0	0	77	7	0	3	8	18	7	228	14	0	249	359
Total	24	5	10	15	54	8	309	2	0	319	24	5	8	35	72	20	951	28	1	1000	1445
05:00 PM	6	5	2	5	18	2	81	0	0	83	5	0	4	7	16	7	225	5	0	237	354
05:15 PM	5	2	1	7	15	0	59	1	0	60	8	1	5	5	19	7	248	2	0	257	351
05:30 PM	2	3	2	2	9	2	73	0	0	75	5	1	3	2	11	8	218	4	1	231	326
05:45 PM	2	1	2	6	11	1	84	3	0	88	7	1	1	7	16	1	225	3	0	229	344
Total	15	11	7	20	53	5	297	4	0	306	25	3	13	21	62	23	916	14	1	954	1375
Grand Total	39	16	17	35	107	13	606	6	0	625	49	8	21	56	134	43	1867	42	2	1954	2820
Apprch %	36.4	15	15.9	32.7		2.1	97	1	0		36.6	6	15.7	41.8		2.2	95.5	2.1	0.1		
Total %	1.4	0.6	0.6	1.2	3.8	0.5	21.5	0.2	0	22.2	1.7	0.3	0.7	2	4.8	1.5	66.2	1.5	0.1	69.3	
Lights	39	16	17	35	107	13	578	6	0	597	49	8	17	56	130	42	1830	41	2	1915	2749
% Lights	100	100	100	100	100	100	95.4	100	0	95.5	100	100	81	100	97	97.7	98	97.6	100	98	97.5
Buses	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	25	0	0	25	49
% Buses	0	0	0	0	0	0	4	0	0	3.8	0	0	0	0	0	0	1.3	0	0	1.3	1.7
Trucks	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	1	12	1	0	14	22
% Trucks	0	0	0	0	0	0	0.7	0	0	0.6	0	0	19	0	3	2.3	0.6	2.4	0	0.7	0.8

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	**2**	**4**	11	1	75	**1**	77	**7**	**3**	2	**12**	5	237	6	248	348
04:15 PM	4	1	2	7	**4**	**87**	1	**92**	7	1	1	9	1	230	4	235	343
04:30 PM	7	1	0	8	0	73	0	73	3	1	2	6	**7**	**256**	4	**267**	**354**
04:45 PM	**8**	1	4	**13**	3	74	0	77	7	0	**3**	10	7	228	**14**	249	349
Total Volume	24	5	10	39	8	309	2	319	24	5	8	37	20	951	28	999	1394
% App. Total	61.5	12.8	25.6		2.5	96.9	0.6		64.9	13.5	21.6		2	95.2	2.8		
PHF	.750	.625	.625	.750	.500	.888	.500	.867	.857	.417	.667	.771	.714	.929	.500	.935	.984

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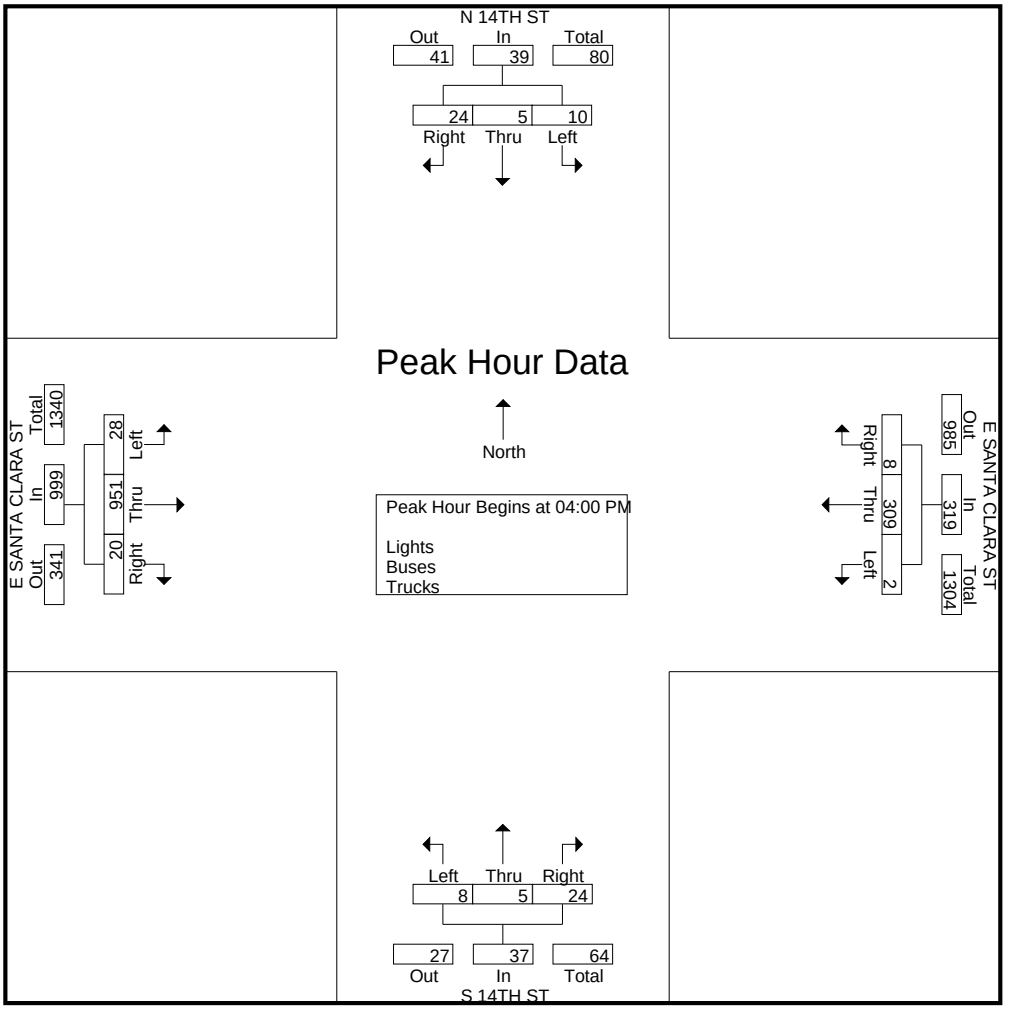

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File Name : 2THUR PM FINAL
Site Code : 00000002
Start Date : 10/13/2022
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Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5
Total	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	5	1	0	6	11
Grand Total	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	0	7	2	0	9	22
Apprch %	100	0	0	0		0	91.7	8.3	0		0	0	0	0		0	77.8	22.2	0		
Total %	4.5	0	0	0	4.5	0	50	4.5	0	54.5	0	0	0	0	0	0	31.8	9.1	0	40.9	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**1**	0	**1**	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	2	1	3	11
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.250	.750	.688

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File Name : 2THUR PM FINAL
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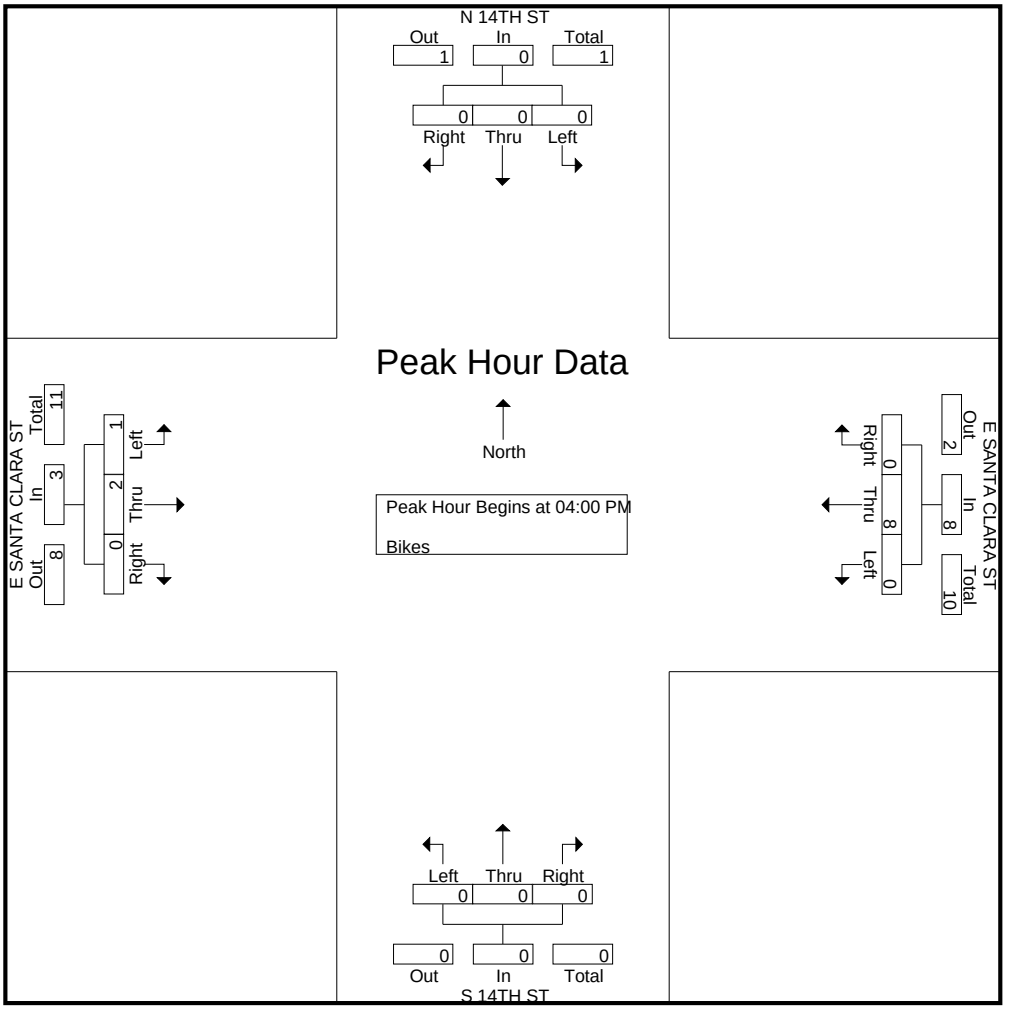

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File Name : 2TUES AM FINAL
Site Code : 00000002
Start Date : 10/11/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	1	1	5	1	70	2	1	74	0	0	0	2	2	0	36	1	0	37	118
07:15 AM	2	3	2	1	8	2	106	0	0	108	2	0	1	1	4	1	48	0	1	50	170
07:30 AM	2	1	0	3	6	2	137	0	0	139	0	3	1	5	9	5	58	4	0	67	221
07:45 AM	3	1	2	5	11	4	193	3	0	200	0	1	6	7	14	0	85	1	1	87	312
Total	8	7	5	10	30	9	506	5	1	521	2	4	8	15	29	6	227	6	2	241	821
08:00 AM	0	0	2	8	10	2	200	0	0	202	0	2	2	3	7	2	100	10	0	112	331
08:15 AM	2	0	0	4	6	6	179	2	0	187	2	0	2	5	9	0	59	9	0	68	270
08:30 AM	1	3	0	2	6	3	171	4	0	178	3	3	2	5	13	3	77	8	0	88	285
08:45 AM	4	0	2	3	9	10	127	4	1	142	3	1	2	6	12	12	82	8	0	102	265
Total	7	3	4	17	31	21	677	10	1	709	8	6	8	19	41	17	318	35	0	370	1151
Grand Total	15	10	9	27	61	30	1183	15	2	1230	10	10	16	34	70	23	545	41	2	611	1972
Apprch %	24.6	16.4	14.8	44.3		2.4	96.2	1.2	0.2		14.3	14.3	22.9	48.6		3.8	89.2	6.7	0.3		
Total %	0.8	0.5	0.5	1.4	3.1	1.5	60	0.8	0.1	62.4	0.5	0.5	0.8	1.7	3.5	1.2	27.6	2.1	0.1	31	
Lights	14	10	8	27	59	30	1147	14	2	1193	10	10	16	34	70	20	507	41	2	570	1892
% Lights	93.3	100	88.9	100	96.7	100	97	93.3	100	97	100	100	100	100	100	87	93	100	100	93.3	95.9
Buses	1	0	1	0	2	0	24	0	0	24	0	0	0	0	0	0	23	0	0	23	49
% Buses	6.7	0	11.1	0	3.3	0	2	0	0	2	0	0	0	0	0	0	4.2	0	0	3.8	2.5
Trucks	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	3	15	0	0	18	31
% Trucks	0	0	0	0	0	0	1	6.7	0	1.1	0	0	0	0	0	13	2.8	0	0	2.9	1.6

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	1	**2**	**6**	4	193	3	200	0	1	**6**	7	0	85	1	86	299
08:00 AM	0	0	2	2	2	**200**	0	**202**	0	2	2	4	2	**100**	**10**	**112**	**320**
08:15 AM	2	0	0	2	**6**	179	2	187	2	0	2	4	0	59	9	68	261
08:30 AM	1	**3**	0	4	3	171	**4**	178	**3**	**3**	2	**8**	**3**	77	8	88	278
Total Volume	6	4	4	14	15	743	9	767	5	6	12	23	5	321	28	354	1158
% App. Total	42.9	28.6	28.6		2	96.9	1.2		21.7	26.1	52.2		1.4	90.7	7.9		
PHF	.500	.333	.500	.583	.625	.929	.563	.949	.417	.500	.500	.719	.417	.803	.700	.790	.905

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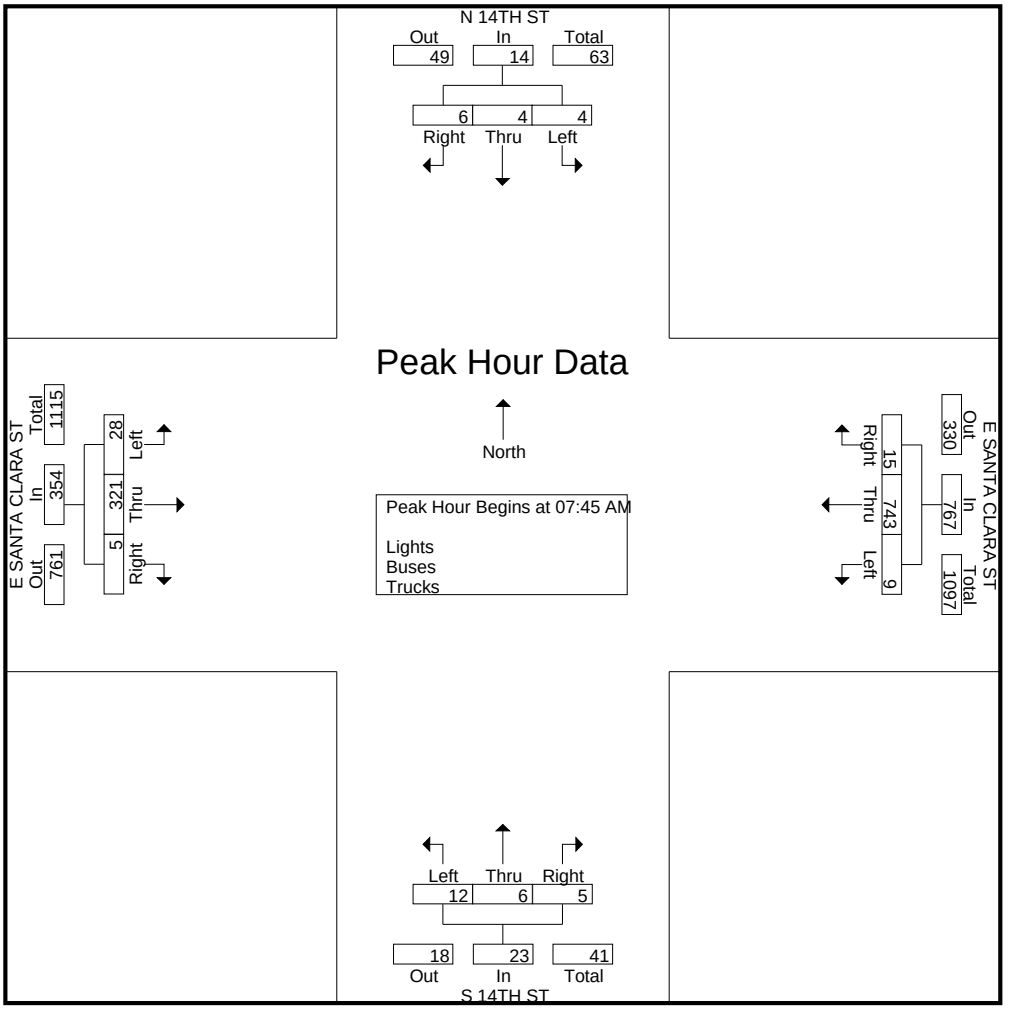

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File Name : 2TUES AM FINAL
Site Code : 00000002
Start Date : 10/11/2022
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Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Grand Total	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	12
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	83.3	16.7	0		
Total %	0	8.3	0	0	8.3	0	41.7	0	0	41.7	0	0	0	0	0	0	41.7	8.3	0	50	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	**4**
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	4	0	4	8
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.500

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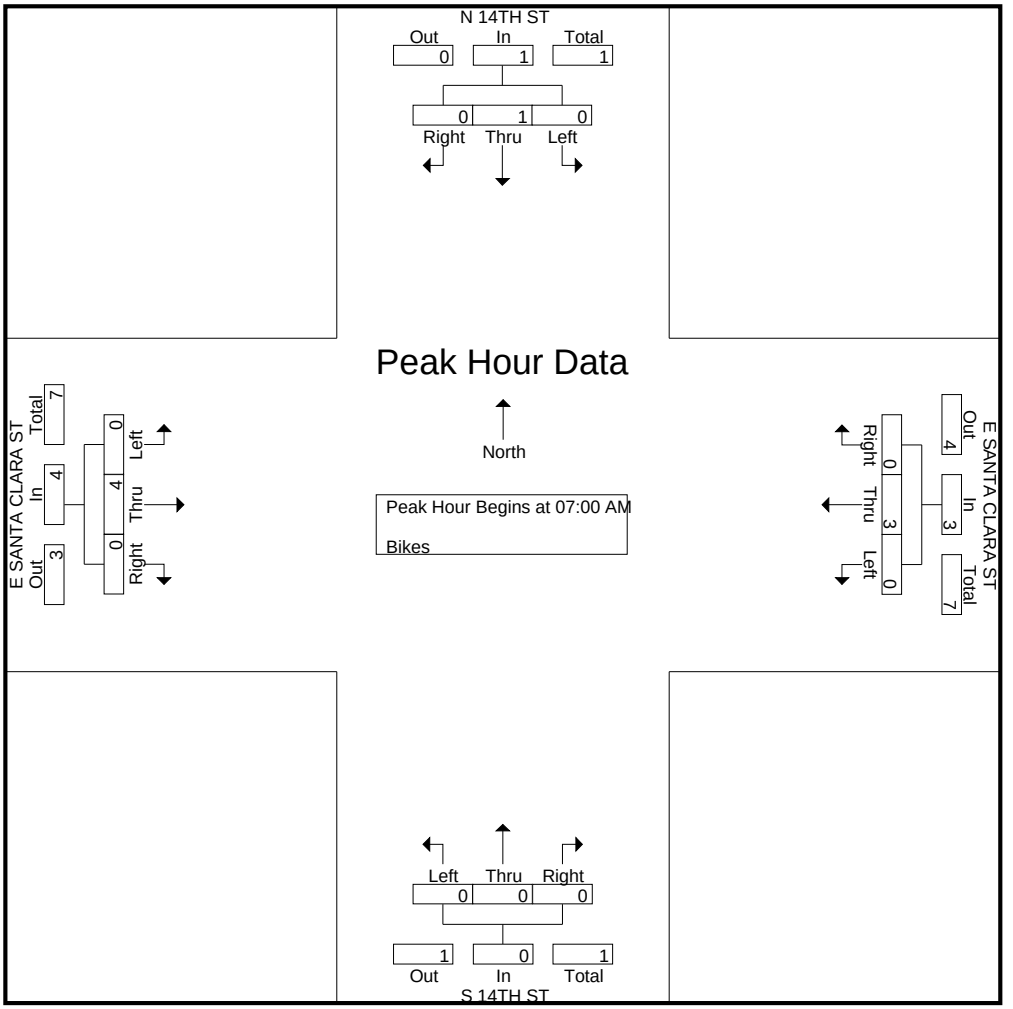

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File Name : 2TUES PM FINAL
Site Code : 00000002
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Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	0	3	7	13	0	78	1	0	79	5	1	5	7	18	6	194	7	0	207	317
04:15 PM	5	2	2	1	10	4	68	2	0	74	6	0	1	12	19	10	186	9	1	206	309
04:30 PM	5	2	4	7	18	2	75	2	0	79	5	0	3	5	13	13	224	6	0	243	353
04:45 PM	4	2	1	5	12	5	75	4	0	84	3	0	3	8	14	7	189	6	1	203	313
Total	17	6	10	20	53	11	296	9	0	316	19	1	12	32	64	36	793	28	2	859	1292
05:00 PM	9	3	4	1	17	2	84	3	0	89	3	1	1	7	12	7	219	8	1	235	353
05:15 PM	5	1	0	4	10	0	68	0	0	68	9	1	3	11	24	4	230	6	0	240	342
05:30 PM	3	2	0	5	10	1	68	1	1	71	1	0	2	11	14	5	203	4	0	212	307
05:45 PM	4	2	3	4	13	1	54	1	0	56	2	1	2	10	15	4	182	3	1	190	274
Total	21	8	7	14	50	4	274	5	1	284	15	3	8	39	65	20	834	21	2	877	1276
Grand Total	38	14	17	34	103	15	570	14	1	600	34	4	20	71	129	56	1627	49	4	1736	2568
Apprch %	36.9	13.6	16.5	33		2.5	95	2.3	0.2		26.4	3.1	15.5	55		3.2	93.7	2.8	0.2		
Total %	1.5	0.5	0.7	1.3	4	0.6	22.2	0.5	0	23.4	1.3	0.2	0.8	2.8	5	2.2	63.4	1.9	0.2	67.6	
Lights	37	14	16	34	101	14	544	14	1	573	34	4	20	71	129	55	1592	49	4	1700	2503
% Lights	97.4	100	94.1	100	98.1	93.3	95.4	100	100	95.5	100	100	100	100	100	98.2	97.8	100	100	97.9	97.5
Buses	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	0	26	0	0	26	50
% Buses	0	0	5.9	0	1	0	4	0	0	3.8	0	0	0	0	0	0	1.6	0	0	1.5	1.9
Trucks	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	1	9	0	0	10	15
% Trucks	2.6	0	0	0	1	6.7	0.5	0	0	0.7	0	0	0	0	0	1.8	0.6	0	0	0.6	0.6

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	2	**4**	11	2	75	2	79	5	0	**3**	8	**13**	224	6	**243**	341
04:45 PM	4	2	1	7	**5**	75	**4**	84	3	0	3	6	7	189	6	202	299
05:00 PM	**9**	**3**	4	**16**	2	**84**	3	**89**	3	**1**	1	5	7	219	**8**	234	**344**
05:15 PM	5	1	0	6	0	68	0	68	**9**	1	3	**13**	4	**230**	6	240	327
Total Volume	23	8	9	40	9	302	9	320	20	2	10	32	31	862	26	919	1311
% App. Total	57.5	20	22.5		2.8	94.4	2.8		62.5	6.2	31.2		3.4	93.8	2.8		
PHF	.639	.667	.563	.625	.450	.899	.563	.899	.556	.500	.833	.615	.596	.937	.813	.945	.953

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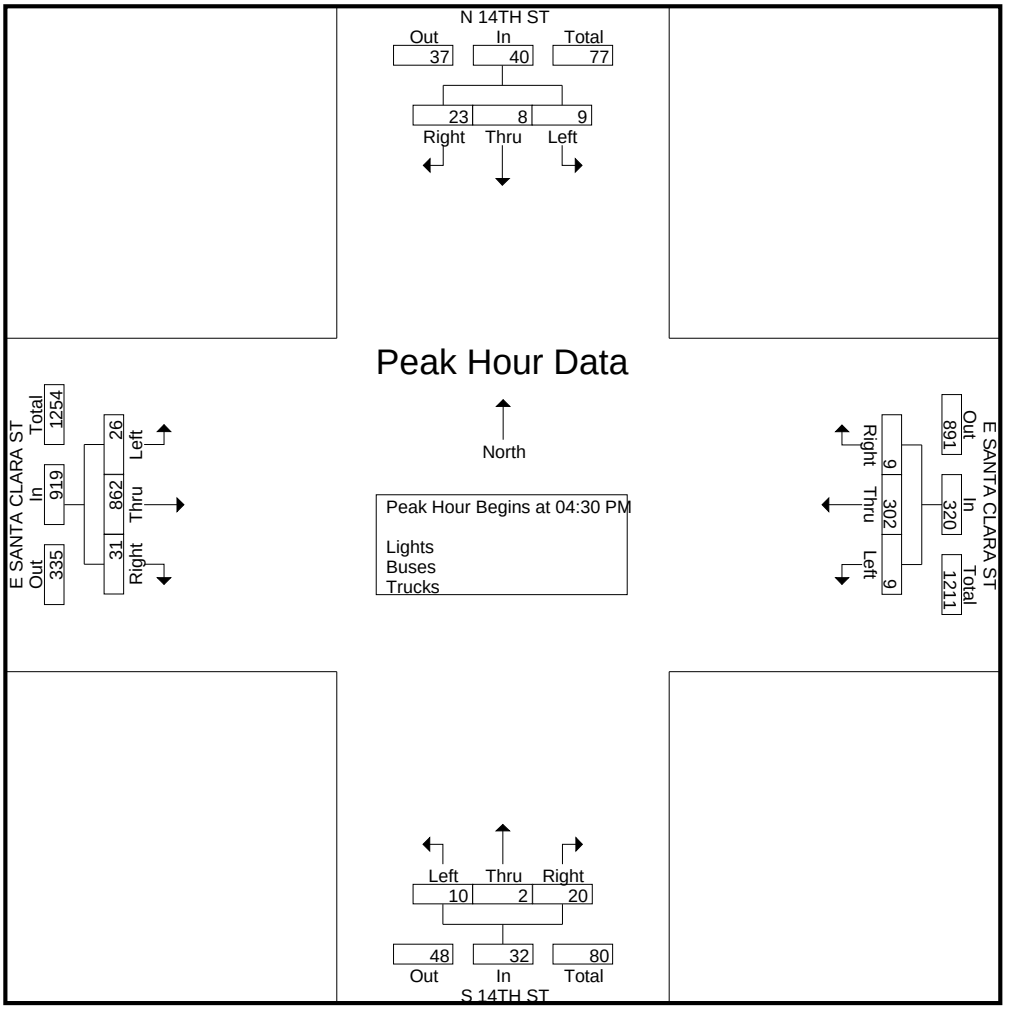

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File Name : 2TUES PM FINAL
Site Code : 00000002
Start Date : 10/11/2022
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Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	7
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	0	2	2	0	4	14
Apprch %	100	0	0	0		11.1	88.9	0	0		0	0	0	0		0	50	50	0		
Total %	7.1	0	0	0	7.1	7.1	57.1	0	0	64.3	0	0	0	0	0	0	14.3	14.3	0	28.6	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	**2**	**3**	**4**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	2	4	7
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.250	.333	.438

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File Name : 2TUES PM FINAL
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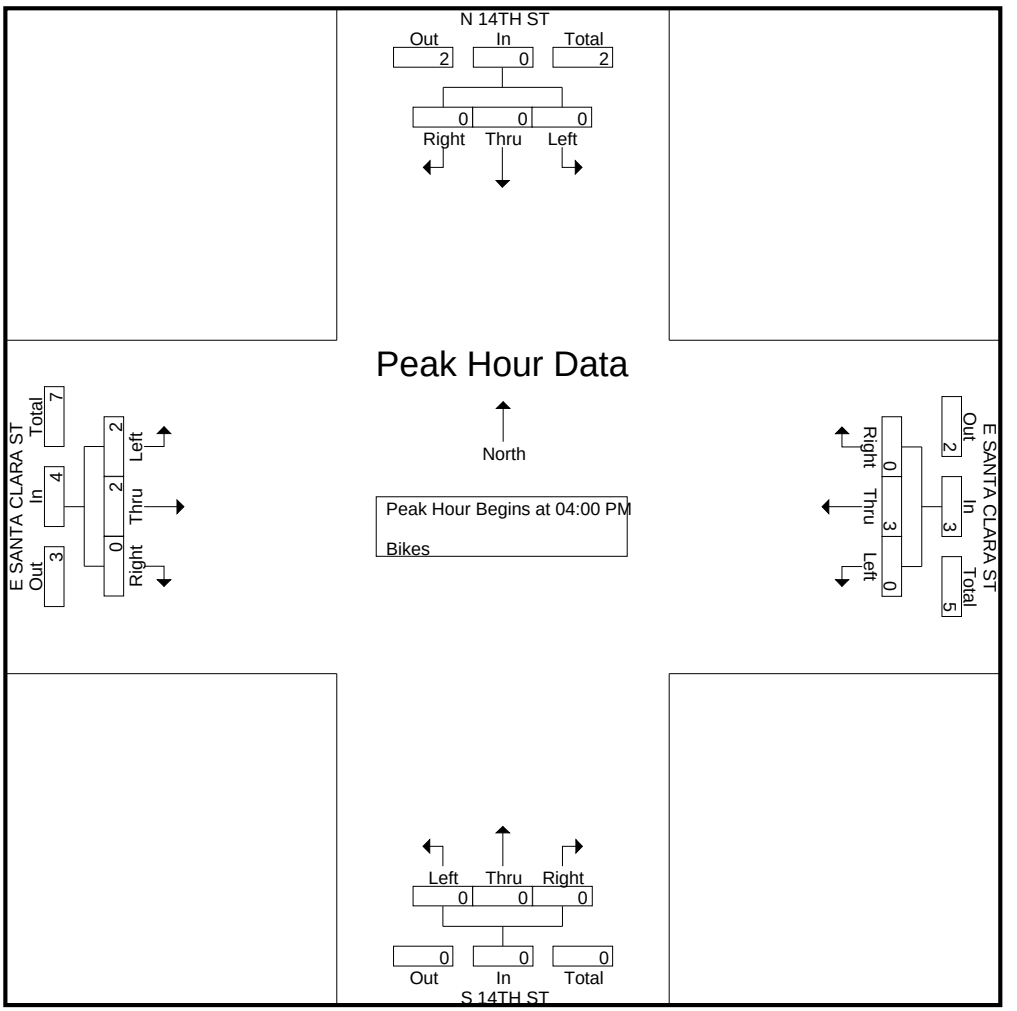

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File Name : 2WED AM FINAL
Site Code : 00000002
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	3	1	1	6	1	62	1	0	64	2	0	4	3	9	0	34	3	0	37	116
07:15 AM	3	2	1	1	7	1	105	1	0	107	1	1	1	5	8	1	42	4	2	49	171
07:30 AM	1	3	0	4	8	1	164	5	1	171	0	4	5	4	13	0	61	1	0	62	254
07:45 AM	4	1	1	1	7	5	187	5	0	197	2	2	5	5	14	4	97	7	1	109	327
Total	9	9	3	7	28	8	518	12	1	539	5	7	15	17	44	5	234	15	3	257	868
08:00 AM	1	2	0	3	6	5	172	2	0	179	4	2	0	7	13	1	83	5	2	91	289
08:15 AM	3	1	0	4	8	5	156	1	0	162	0	1	2	1	4	0	74	15	1	90	264
08:30 AM	4	2	2	1	9	4	165	2	0	171	1	1	0	1	3	1	89	11	1	102	285
08:45 AM	1	1	2	3	7	8	128	1	0	137	1	1	2	7	11	5	68	7	0	80	235
Total	9	6	4	11	30	22	621	6	0	649	6	5	4	16	31	7	314	38	4	363	1073
Grand Total	18	15	7	18	58	30	1139	18	1	1188	11	12	19	33	75	12	548	53	7	620	1941
Apprch %	31	25.9	12.1	31		2.5	95.9	1.5	0.1		14.7	16	25.3	44		1.9	88.4	8.5	1.1		
Total %	0.9	0.8	0.4	0.9	3	1.5	58.7	0.9	0.1	61.2	0.6	0.6	1	1.7	3.9	0.6	28.2	2.7	0.4	31.9	
Lights	18	15	7	18	58	30	1098	17	1	1146	11	12	18	33	74	12	509	53	7	581	1859
% Lights	100	100	100	100	100	100	96.4	94.4	100	96.5	100	100	94.7	100	98.7	100	92.9	100	100	93.7	95.8
Buses	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	25	0	0	25	51
% Buses	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0	0	0	0	4.6	0	0	4	2.6
Trucks	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	0	14	0	0	14	31
% Trucks	0	0	0	0	0	0	1.3	5.6	0	1.3	0	0	5.3	0	1.3	0	2.6	0	0	2.3	1.6

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	1	1	6	**5**	**187**	**5**	**197**	2	**2**	**5**	**9**	**4**	**97**	7	**108**	**320**
08:00 AM	1	**2**	0	3	5	172	2	179	**4**	2	0	6	1	83	5	89	277
08:15 AM	3	1	0	4	5	156	1	162	0	1	2	3	0	74	**15**	89	258
08:30 AM	4	2	**2**	**8**	4	165	2	171	1	1	0	2	1	89	11	101	282
Total Volume	12	6	3	21	19	680	10	709	7	6	7	20	6	343	38	387	1137
% App. Total	57.1	28.6	14.3		2.7	95.9	1.4		35	30	35		1.6	88.6	9.8		
PHF	.750	.750	.375	.656	.950	.909	.500	.900	.438	.750	.350	.556	.375	.884	.633	.896	.888

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Site Code : 00000002
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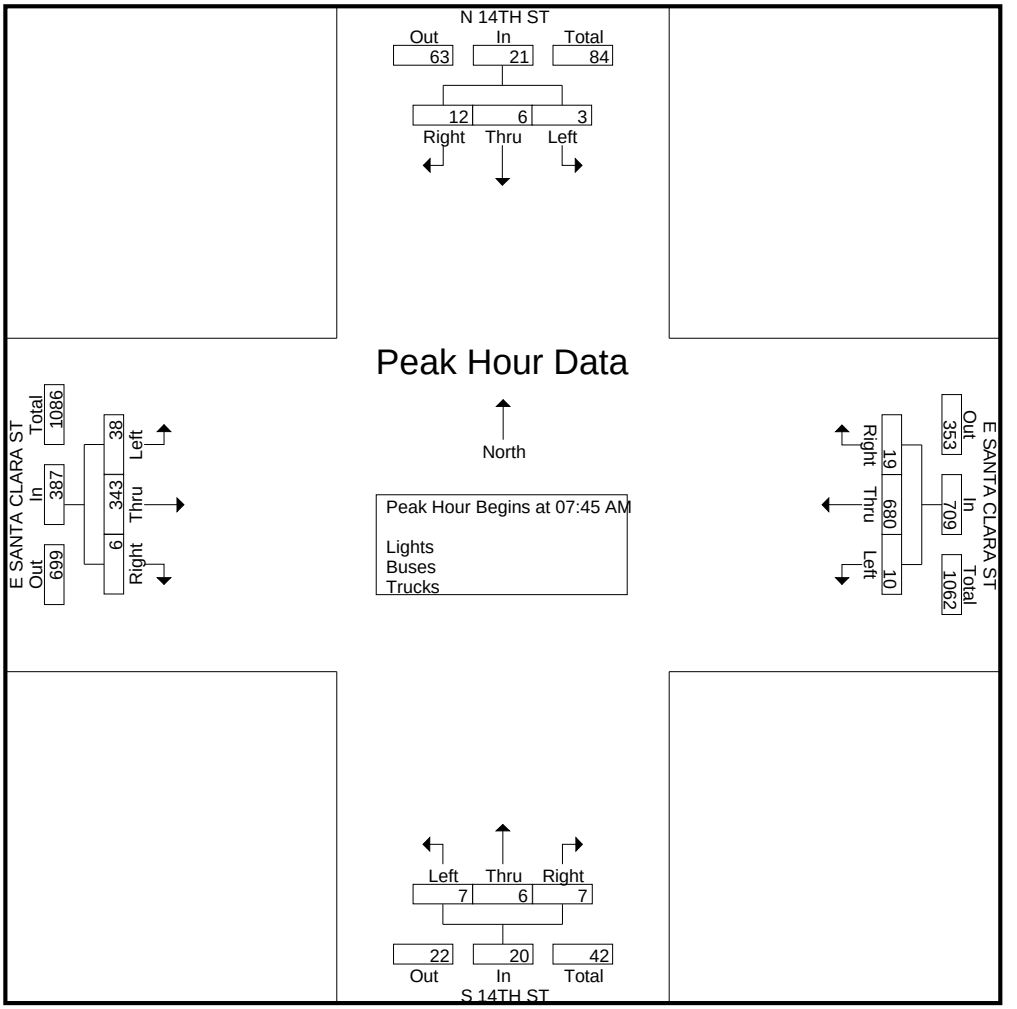

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File Name : 2WED AM FINAL
Site Code : 00000002
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Page No : 1

Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	1	1	0	0	2	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	7
Grand Total	3	1	0	0	4	3	4	0	0	7	0	0	0	0	0	0	1	1	0	2	13
Apprch %	75	25	0	0		42.9	57.1	0	0		0	0	0	0		0	50	50	0		
Total %	23.1	7.7	0	0	30.8	23.1	30.8	0	0	53.8	0	0	0	0	0	0	7.7	7.7	0	15.4	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	**1**	**1**	2
08:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	**1**	**1**	0	**2**	1	1	0	**2**	0	0	0	0	0	0	0	0	**4**
Total Volume	1	1	0	2	2	2	0	4	0	0	0	0	0	0	1	1	7
% App. Total	50	50	0		50	50	0		0	0	0		0	0	100		
PHF	.250	.250	.000	.250	.500	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.438

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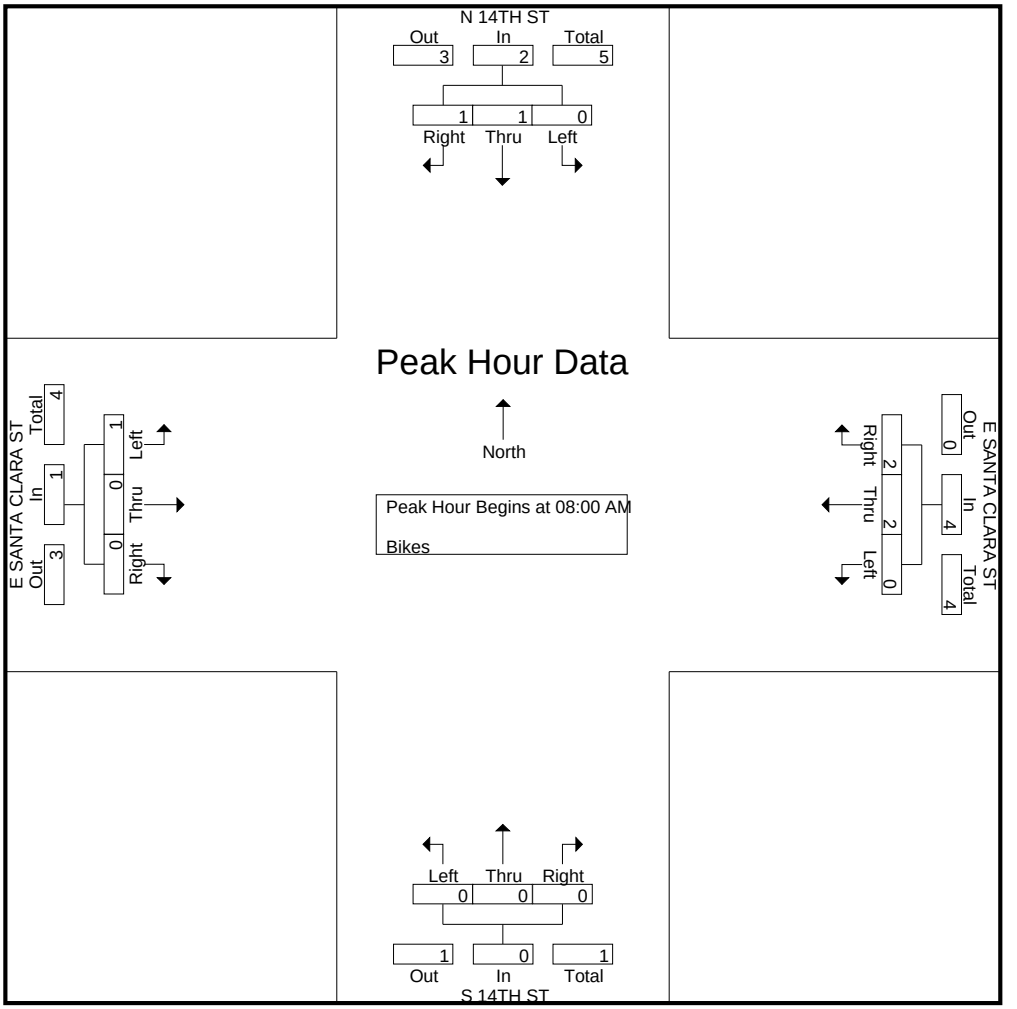

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File Name : 2WED PM FINAL
Site Code : 00000002
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	1	0	4	10	2	73	1	0	76	2	4	0	3	9	4	177	4	0	185	280
04:15 PM	3	0	0	7	10	2	80	2	0	84	5	3	1	6	15	1	192	6	1	200	309
04:30 PM	4	1	3	10	18	2	73	1	0	76	10	1	2	3	16	3	196	7	1	207	317
04:45 PM	2	0	3	3	8	4	85	1	0	90	2	2	1	3	8	5	197	4	0	206	312
Total	14	2	6	24	46	10	311	5	0	326	19	10	4	15	48	13	762	21	2	798	1218
05:00 PM	7	0	2	3	12	1	66	0	1	68	3	1	1	9	14	4	224	6	1	235	329
05:15 PM	4	3	5	3	15	3	71	2	0	76	5	2	0	5	12	1	205	2	1	209	312
05:30 PM	4	1	0	1	6	1	90	2	0	93	5	2	4	11	22	8	206	8	0	222	343
05:45 PM	0	4	5	0	9	0	83	0	0	83	5	1	2	11	19	12	211	1	0	224	335
Total	15	8	12	7	42	5	310	4	1	320	18	6	7	36	67	25	846	17	2	890	1319
Grand Total	29	10	18	31	88	15	621	9	1	646	37	16	11	51	115	38	1608	38	4	1688	2537
Apprch %	33	11.4	20.5	35.2		2.3	96.1	1.4	0.2		32.2	13.9	9.6	44.3		2.3	95.3	2.3	0.2		
Total %	1.1	0.4	0.7	1.2	3.5	0.6	24.5	0.4	0	25.5	1.5	0.6	0.4	2	4.5	1.5	63.4	1.5	0.2	66.5	
Lights	27	10	18	31	86	15	593	9	1	618	37	16	11	51	115	38	1577	38	4	1657	2476
% Lights	93.1	100	100	100	97.7	100	95.5	100	100	95.7	100	100	100	100	100	100	98.1	100	100	98.2	97.6
Buses	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	47
% Buses	0	0	0	0	0	0	3.7	0	0	3.6	0	0	0	0	0	0	1.5	0	0	1.4	1.9
Trucks	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	14
% Trucks	6.9	0	0	0	2.3	0	0.8	0	0	0.8	0	0	0	0	0	0	0.4	0	0	0.4	0.6

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**7**	0	2	9	1	66	0	67	3	1	1	5	4	**224**	6	**234**	315
05:15 PM	4	3	**5**	**12**	**3**	71	**2**	76	**5**	**2**	0	7	1	205	2	208	303
05:30 PM	4	1	0	5	1	**90**	2	**93**	5	2	**4**	**11**	8	206	**8**	222	**331**
05:45 PM	0	**4**	5	9	0	83	0	83	5	1	2	8	**12**	211	1	224	324
Total Volume	15	8	12	35	5	310	4	319	18	6	7	31	25	846	17	888	1273
% App. Total	42.9	22.9	34.3		1.6	97.2	1.3		58.1	19.4	22.6		2.8	95.3	1.9		
PHF	.536	.500	.600	.729	.417	.861	.500	.858	.900	.750	.438	.705	.521	.944	.531	.949	.961

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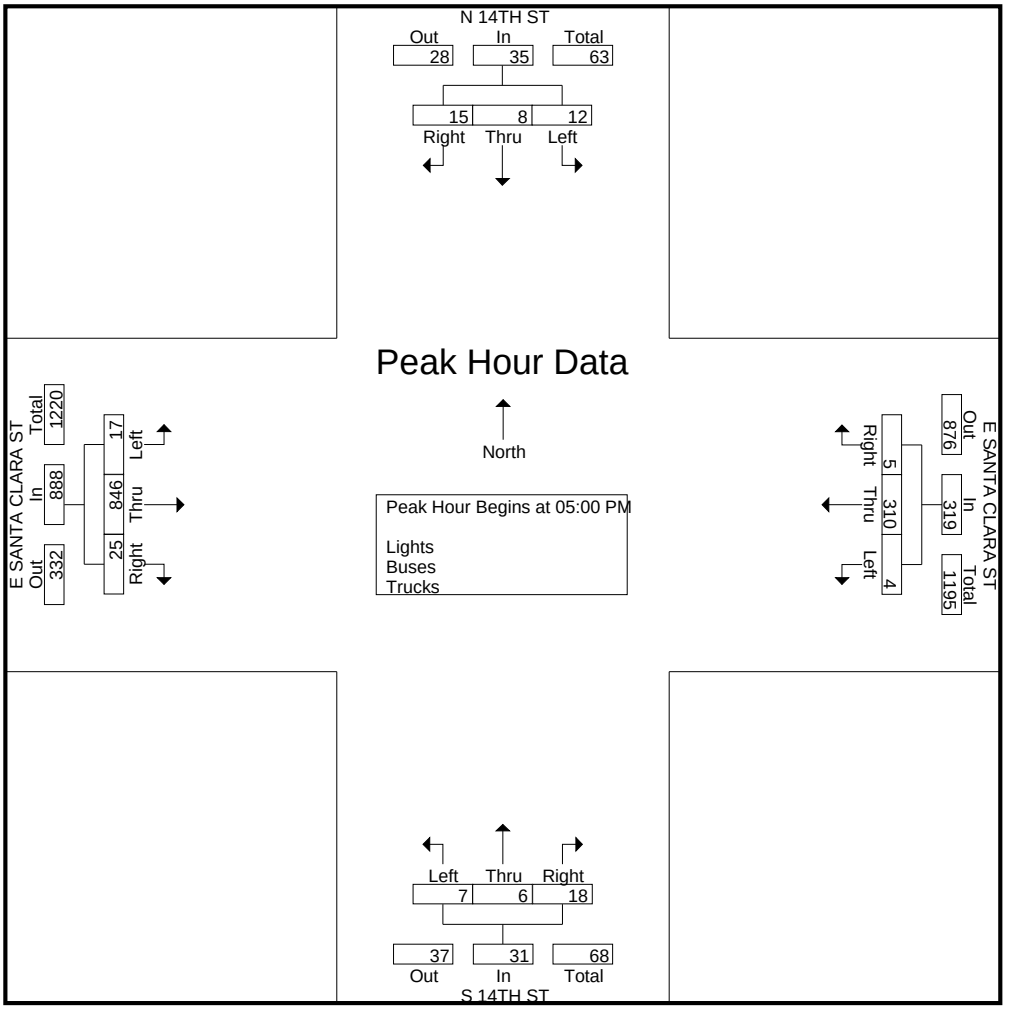

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File Name : 2WED PM FINAL
Site Code : 00000002
Start Date : 10/12/2022
Page No : 1

Groups Printed- Bikes

	N 14TH ST Southbound					E SANTA CLARA ST Westbound					S 14TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	6
Total	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	0	6	1	0	7	14
05:00 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
Total	0	1	0	0	1	2	16	0	0	18	0	0	0	0	0	0	0	0	0	0	19
Grand Total	1	1	0	0	2	2	21	0	0	23	0	1	0	0	1	0	6	1	0	7	33
Apprch %	50	50	0	0		8.7	91.3	0	0		0	100	0	0		0	85.7	14.3	0		
Total %	3	3	0	0	6.1	6.1	63.6	0	0	69.7	0	3	0	0	3	0	18.2	3	0	21.2	

	N 14TH ST Southbound				E SANTA CLARA ST Westbound				S 14TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**2**	4	0	6	0	0	0	0	0	0	0	0	6
05:15 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	0	0	0	**11**
Total Volume	0	1	0	1	2	16	0	18	0	0	0	0	0	0	0	0	19
% App. Total	0	100	0		11.1	88.9	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.364	.000	.409	.000	.000	.000	.000	.000	.000	.000	.000	.432

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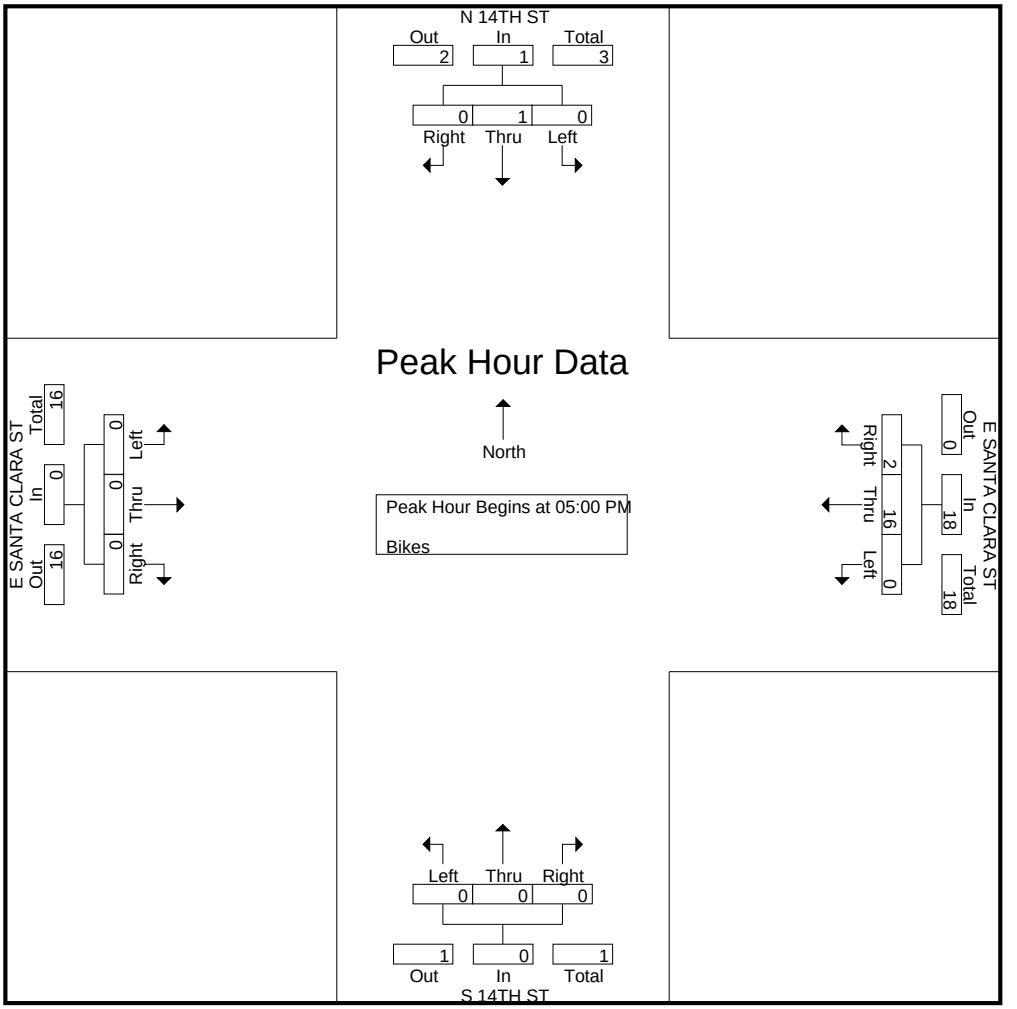


Appendix C:
Approved Trip Inventory

AM PROJECT TRIPS

09/28/2022

Intersection of : S 13th St & E Santa Clara St

Traffix Node Number : 3787

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	8	0	0	7	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**24**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	24	0
SOUTH	0	0	0
WEST	1	9	0

PM PROJECT TRIPS

09/28/2022

Intersection of : S 13th St & E Santa Clara St

Traffix Node Number : 3787

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	5	3	5	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**0**	**0**	**5**	**3**	**5**	**0**	**16**	**0**	**0**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	5	3	5
EAST	0	2	0
SOUTH	0	0	0
WEST	0	16	0

TRIP GENERATION (675 E Santa Clara Street)

				ITE		DAILY	AM Peak						PM Peak					
Adjustments	Reduce %			Land Use	Rate		ITE Rate	In %	Out %	In Trip	Out Trip	Total Trip	ITE Rate	In	Out	In Trip	Out Trip	Total Trip
1. Baseline		559	DU	223 - Affordable Housing; Income Limits	4.81	2689	0.36	29%	71%	38	143	181	0.46	59%	41%	152	105	257
2. Internal	15%					-50				-1	-1	-2				-3	-3	-6
3. Location	13%					-343				-8	-15	-23				-18	-14	-33
						2296				29	126	156				130	88	218
1. Baseline		6.08	KSF	822 - Strip Retail Plaza (<40 KSF)	54.45	331	2.36	60%	40%	9	6	14	6.59	50%	50%	20	20	40
2. Internal	15%					-50				-1	-1	-2				-3	-3	-6
3. Location	13%					-37				-1	-1	-2				-2	-2	-4
						245				6	4	11				15	15	30
NET TRIPS						2541				36	130	166				145	103	248

TRIP ASSIGNMENT (675 E Santa Clara Street)

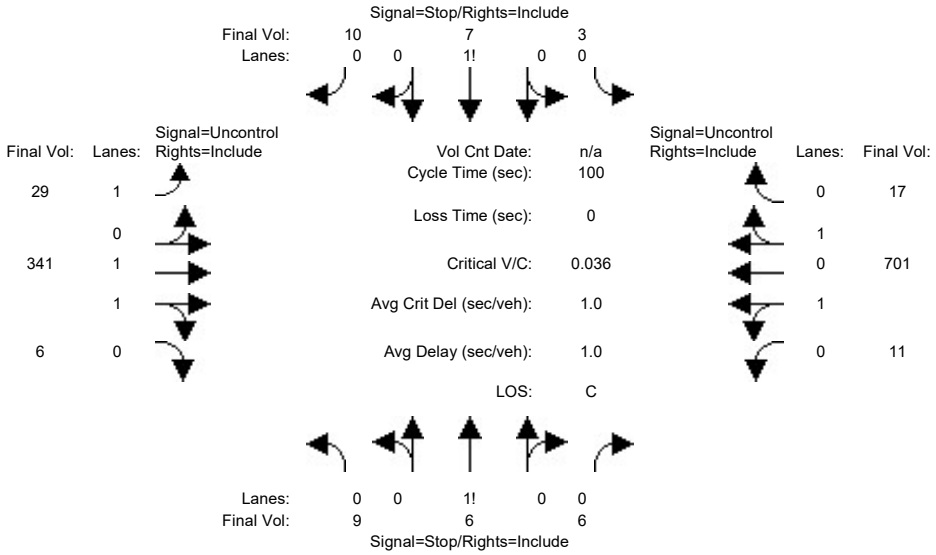
Intersection	ATI Node	PHT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Santa Clara / 13th	3787	AM	0	0	0	0	0	0	18	0	0	65	65	0
Santa Clara / 13th	3787	PM	0	0	0	0	0	0	72	0	0	51	51	0
Santa Clara / 14th	3487	AM	0	0	0	0	0	0	0	65	0	0	18	0
Santa Clara / 14th	3487	PM	0	0	0	0	0	0	0	51	0	0	72	0

Appendix D:
TRAFFIX Reports

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                    E. Santa Clara St.
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9     6     6     3     7    10    29   341     6    11   701    17
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    9     6     6     3     7    10    29   341     6    11   701    17
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    9     6     6     3     7    10    29   341     6    11   701    17
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     9     6     6     3     7    10    29   341     6    11   701    17
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    9     6     6     3     7    10    29   341     6    11   701    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5   6.5   6.9   7.5   6.5   6.9   4.1  xxxx  xxxxx   4.1  xxxx  xxxxx
FollowUpTim:  3.5   4.0   3.3   3.5   4.0   3.3   2.2  xxxx  xxxxx   2.2  xxxx  xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  778  1142   174   963  1137   359   718  xxxx  xxxxx   347  xxxx  xxxxx
Potent Cap.:  290   202   846   213   204   643   892  xxxx  xxxxx  1223  xxxx  xxxxx
Move Cap.:    269   194   846   200   195   643   892  xxxx  xxxxx  1223  xxxx  xxxxx
Volume/Cap:  0.03  0.03  0.01  0.01  0.04  0.02  0.03  xxxx   xxxx  0.01  xxxx   xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  xxxx  xxxxx   xxxx  xxxx  xxxxx   0.1  xxxx  xxxxx   0.0  xxxx  xxxxx
Control Del:xxxxx  xxxx  xxxxx  xxxxx  xxxx  xxxxx   9.2  xxxx  xxxxx   8.0  xxxx  xxxxx
LOS by Move:    *     *     *     *     *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   294 xxxxx  xxxx   301 xxxxx  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx   0.0  xxxx  xxxxx
Shrd ConDel:xxxxx 18.2 xxxxx xxxxx 17.8 xxxxx xxxxx xxxx xxxxx   8.0  xxxx  xxxxx
Shared LOS:     *     C     *     *     C     *     *     *     *     A     *     *
ApproachDel:      18.2             17.8           xxxxxx           xxxxxx
ApproachLOS:         C                C               *                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                        #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                       #2
Cycle Time:                                         0 secs
InitVolume:                                     0     0
Saturation:                                     0     0
ArrivalType:                                    0     0
G/C:                                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                           0.000 0.000
gq1:                                          0.00  0.00
gq2:                                          0.00  0.00
gq:                                           0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                              0.000
beta:                                               0.000
ta (secs):                                          0.000
F:                                                  0.000
f:                                           0.000 0.000
vcmax:                                          0     0
vcg:                                            0     0
vcmin:                                          0     0
tp:                                           0.0   0.0
p:                                                  0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                        0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 778  1142   174  963  1137   359  718 xxxxx xxxxx  347 xxxxx xxxxx
AdjCnflVol:  778  1142   174  963  1137   359  718 xxxxx xxxxx  347 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 778  1142   174  963  1137   359  718 xxxxx xxxxx  347 xxxxx xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period
```

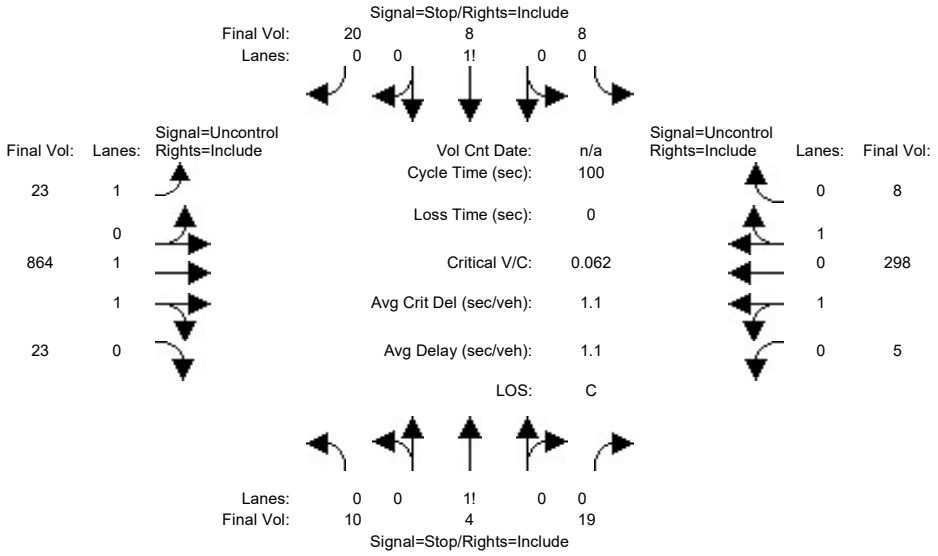


```
InitPotCap:  290   202   846  213   204   643  892 xxxxx xxxxx 1223 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 290   202   846  213   204   643  892 xxxxx xxxxx 1223 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                    E. Santa Clara St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      10    4    19     8    8    20    23  864    23     5  298     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    4    19     8    8    20    23  864    23     5  298     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10    4    19     8    8    20    23  864    23     5  298     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10    4    19     8    8    20    23  864    23     5  298     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    4    19     8    8    20    23  864    23     5  298     8
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1085 1238   444   792 1245   153   306 xxxx xxxxx   887 xxxx xxxxx
Potent Cap.:  174  177   567   283  176   872  1266 xxxx xxxxx   772 xxxx xxxxx
Move Cap.:    161  173   567   264  171   872  1266 xxxx xxxxx   772 xxxx xxxxx
Volume/Cap:  0.06 0.02  0.03  0.03 0.05  0.02  0.02 xxxx  xxxx  0.01 xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   9.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  278 xxxxx  xxxx  360 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 19.7 xxxxx xxxxx 16.1 xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx
Shared LOS:     *    C     *     *    C     *     *    *     *     A    *     *
ApproachDel:      19.7            16.1           xxxxxx           xxxxxx
ApproachLOS:         C               C              *                *
Note: Queue reported is the number of cars per lane.
-----------|--------------||--------------||--------------||--------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                      #1
Dist(miles):                                     0.000
Speed (mph):                                      0.00
SignalIndex:                                     #2
Cycle Time:                                          0 secs
InitVolume:                                    0     0
Saturation:                                    0     0
ArrivalType:                                   0     0
G/C:                                        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                          0.000 0.000
gq1:                                         0.00  0.00
gq2:                                         0.00  0.00
gq:                                          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                             0.000
beta:                                              0.000
ta (secs):                                         0.000
F:                                                 0.000
f:                                          0.000 0.000
vcmax:                                         0     0
vcg:                                           0     0
vcmin:                                         0     0
tp:                                          0.0   0.0
p:                                                 0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                          0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1085  1238   444  792  1245   153  306 xxxxx xxxxx  887 xxxxx xxxxx
AdjCnflVol: 1085  1238   444  792  1245   153  306 xxxxx xxxxx  887 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol:1085  1238   444  792  1245   153  306 xxxxx xxxxx  887 xxxxx xxxxx
```

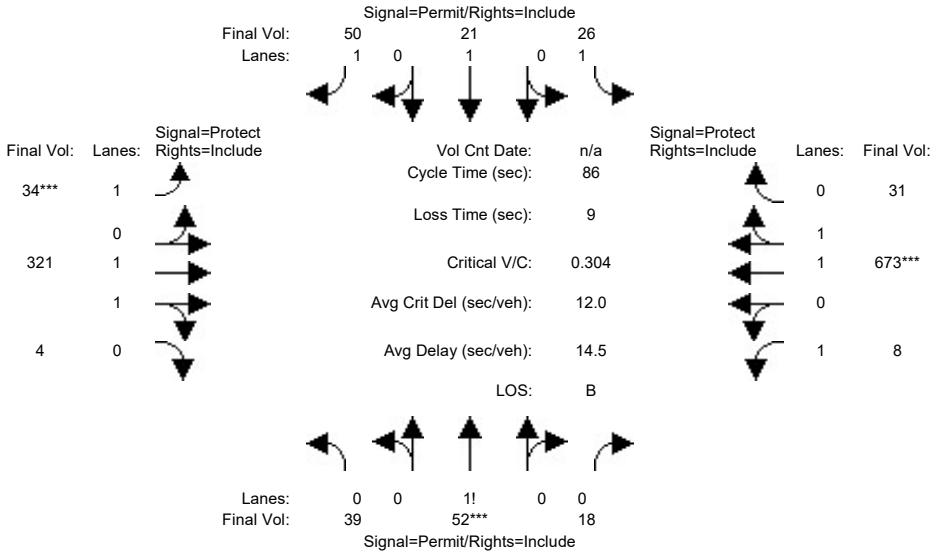


```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  174   177   567  283   176   872 1266 xxxxx xxxxx  772 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 174   177   567  283   176   872 1266 xxxxx xxxxx  772 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: 13th/E. Santa Clara



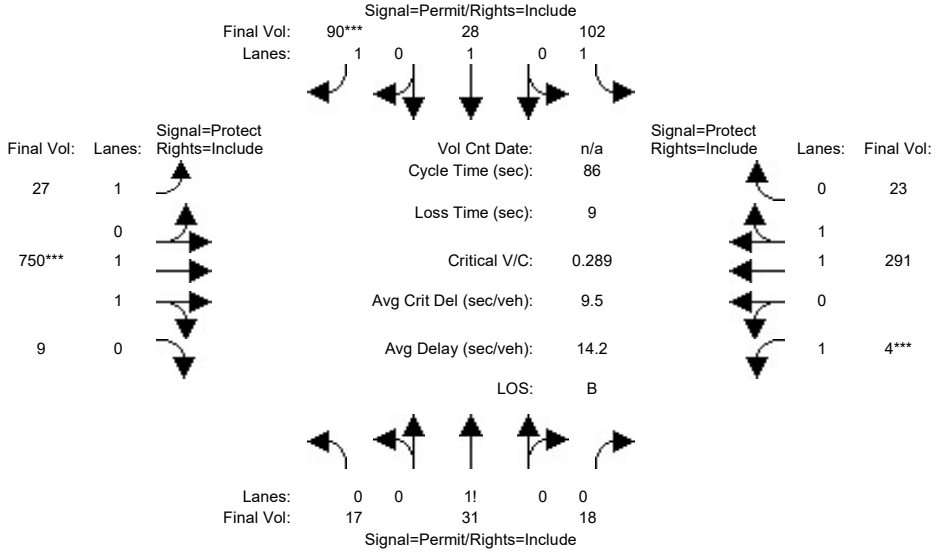
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	52	18	26	21	50	34	321	4	8	673	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	52	18	26	21	50	34	321	4	8	673	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	52	18	26	21	50	34	321	4	8	673	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	52	18	26	21	50	34	321	4	8	673	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	52	18	26	21	50	34	321	4	8	673	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	52	18	26	21	50	34	321	4	8	673	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.36	0.48	0.16	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	626	835	289	1750	1900	1750	1750	3654	46	1750	3537	163
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.03	0.02	0.09	0.09	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	7.0	35.1	35.1	24.6	52.7	52.7
Volume/Cap:	0.31	0.31	0.31	0.07	0.06	0.14	0.24	0.21	0.21	0.02	0.31	0.31
Delay/Veh:	29.8	29.8	29.8	28.0	27.8	28.5	37.9	16.6	16.6	22.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	28.0	27.8	28.5	37.9	16.6	16.6	22.0	8.0	8.0
LOS by Move:	C	C	C	C	C	C	D+	B	B	C+	A	A
HCM2k95thQ:	6	6	6	1	1	3	2	6	6	0	9	9

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: 13th/E. Santa Clara



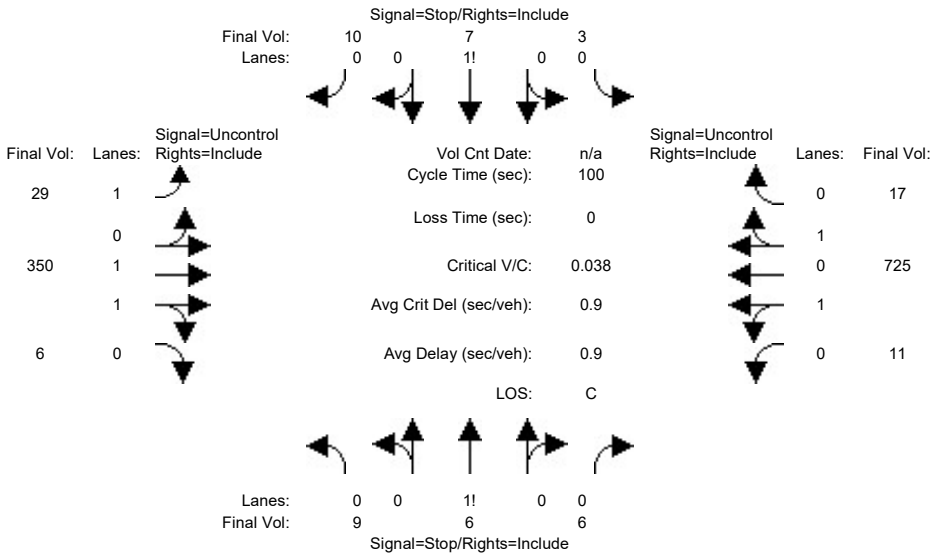
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	31	18	102	28	90	27	750	9	4	291	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	31	18	102	28	90	27	750	9	4	291	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	31	18	102	28	90	27	750	9	4	291	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	31	18	102	28	90	27	750	9	4	291	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	31	18	102	28	90	27	750	9	4	291	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	31	18	102	28	90	27	750	9	4	291	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.47	0.27	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.85	0.15
Final Sat.:	451	822	477	1750	1900	1750	1750	3656	44	1750	3429	271
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.01	0.05	0.02	0.21	0.21	0.00	0.08	0.08
Crit Moves:						****		****			****	
Green Time:	14.0	14.0	14.0	14.0	14.0	14.0	25.9	56.0	56.0	7.0	37.0	37.0
Volume/Cap:	0.23	0.23	0.23	0.36	0.09	0.32	0.05	0.32	0.32	0.03	0.20	0.20
Delay/Veh:	31.7	31.7	31.7	32.7	30.7	32.4	21.3	6.7	6.7	36.4	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	32.7	30.7	32.4	21.3	6.7	6.7	36.4	15.3	15.3
LOS by Move:	C	C	C	C-	C	C-	C+	A	A	D+	B	B
HCM2k95thQ:	4	4	4	6	1	5	1	9	9	0	5	5

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                    E. Santa Clara St.
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9     6     6     3     7    10    29   350     6    11   725    17
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    9     6     6     3     7    10    29   350     6    11   725    17
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    9     6     6     3     7    10    29   350     6    11   725    17
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     9     6     6     3     7    10    29   350     6    11   725    17
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    9     6     6     3     7    10    29   350     6    11   725    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5   6.5   6.9   7.5   6.5   6.9   4.1  xxxx  xxxxx   4.1  xxxx  xxxxx
FollowUpTim:  3.5   4.0   3.3   3.5   4.0   3.3   2.2  xxxx  xxxxx   2.2  xxxx  xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  799  1175   178   992  1170   371   742  xxxx  xxxxx   356  xxxx  xxxxx
Potent Cap.:  280   193   841   203   195   632   874  xxxx  xxxxx  1214  xxxx  xxxxx
Move Cap.:    259   185   841   190   186   632   874  xxxx  xxxxx  1214  xxxx  xxxxx
Volume/Cap:  0.03  0.03  0.01  0.02  0.04  0.02  0.03  xxxx   xxxx  0.01  xxxx   xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx  xxxx  xxxxx  xxxx  xxxx  xxxxx   0.1  xxxx  xxxxx   0.0  xxxx  xxxxx
Control Del:xxxxx  xxxx  xxxxx  xxxxx  xxxx  xxxxx   9.3  xxxx  xxxxx   8.0  xxxx  xxxxx
LOS by Move:    *     *     *     *     *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   283 xxxxx  xxxx   289 xxxxx  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx
SharedQueue:xxxxx   0.2 xxxxx xxxxx   0.2 xxxxx xxxxx xxxx xxxxx   0.0  xxxx xxxxx
Shrd ConDel:xxxxx 18.8 xxxxx xxxxx 18.4 xxxxx xxxxx xxxx xxxxx   8.0  xxxx xxxxx
Shared LOS:     *     C     *     *     C     *     *     *     *     A     *     *
ApproachDel:       18.8             18.4           xxxxxx           xxxxxx
ApproachLOS:          C                C                *                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:              0%              0%              0%              0%
Grade:               0%              0%              0%              0%
Peds/Hour:           0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                        #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                       #2
Cycle Time:                                         0 secs
InitVolume:                                     0     0
Saturation:                                     0     0
ArrivalType:                                    0     0
G/C:                                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                           0.000 0.000
gq1:                                          0.00  0.00
gq2:                                          0.00  0.00
gq:                                           0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                              0.000
beta:                                               0.000
ta (secs):                                          0.000
F:                                                  0.000
f:                                           0.000 0.000
vcmax:                                          0     0
vcg:                                            0     0
vcmin:                                          0     0
tp:                                           0.0   0.0
p:                                                  0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                        0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 799  1175   178  992  1170   371  742 xxxxx xxxxx  356 xxxxx xxxxx
AdjCnflVol:  799  1175   178  992  1170   371  742 xxxxx xxxxx  356 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 799  1175   178  992  1170   371  742 xxxxx xxxxx  356 xxxxx xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period
```

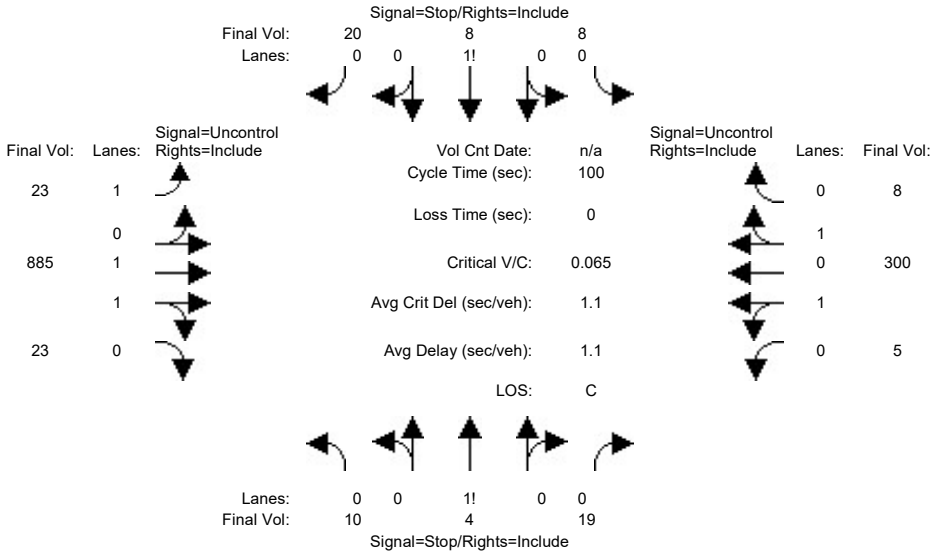


```
InitPotCap:  280   193   841  203   195   632  874 xxxxx xxxxx 1214 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 280   193   841  203   195   632  874 xxxxx xxxxx 1214 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                  E. Santa Clara St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      10    4    19     8    8    20    23  885    23     5  300     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    4    19     8    8    20    23  885    23     5  300     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10    4    19     8    8    20    23  885    23     5  300     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10    4    19     8    8    20    23  885    23     5  300     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    4    19     8    8    20    23  885    23     5  300     8
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1107 1261   454   805 1268   154   308 xxxx xxxxx   908 xxxx xxxxx
Potent Cap.:  167  172   559   277  170   871  1264 xxxx xxxxx   758 xxxx xxxxx
Move Cap.:    155  168   559   258  166   871  1264 xxxx xxxxx   758 xxxx xxxxx
Volume/Cap:  0.06 0.02  0.03  0.03 0.05  0.02  0.02 xxxx  xxxx  0.01 xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   9.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  269 xxxxx  xxxx  352 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 20.2 xxxxx xxxxx 16.4 xxxxx xxxxx xxxx xxxxx   9.8 xxxx xxxxx
Shared LOS:     *    C     *     *    C     *     *    *     *     A    *     *
ApproachDel:      20.2            16.4           xxxxxx           xxxxxx
ApproachLOS:         C               C              *                *
Note: Queue reported is the number of cars per lane.
-----------|--------------||--------------||--------------||--------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                      #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                     #2
Cycle Time:                                         0 secs
InitVolume:                                    0     0
Saturation:                                    0     0
ArrivalType:                                   0     0
G/C:                                        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                          0.000 0.000
gq1:                                         0.00  0.00
gq2:                                         0.00  0.00
gq:                                          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                          0.000
beta:                                           0.000
ta (secs):                                      0.000
F:                                              0.000
f:                                          0.000 0.000
vcmax:                                         0     0
vcg:                                           0     0
vcmin:                                         0     0
tp:                                          0.0   0.0
p:                                              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                  0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1107  1261   454  805  1268   154  308 xxxxx xxxxx  908 xxxxx xxxxx
AdjCnflVol: 1107  1261   454  805  1268   154  308 xxxxx xxxxx  908 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol:1107  1261   454  805  1268   154  308 xxxxx xxxxx  908 xxxxx xxxxx
```

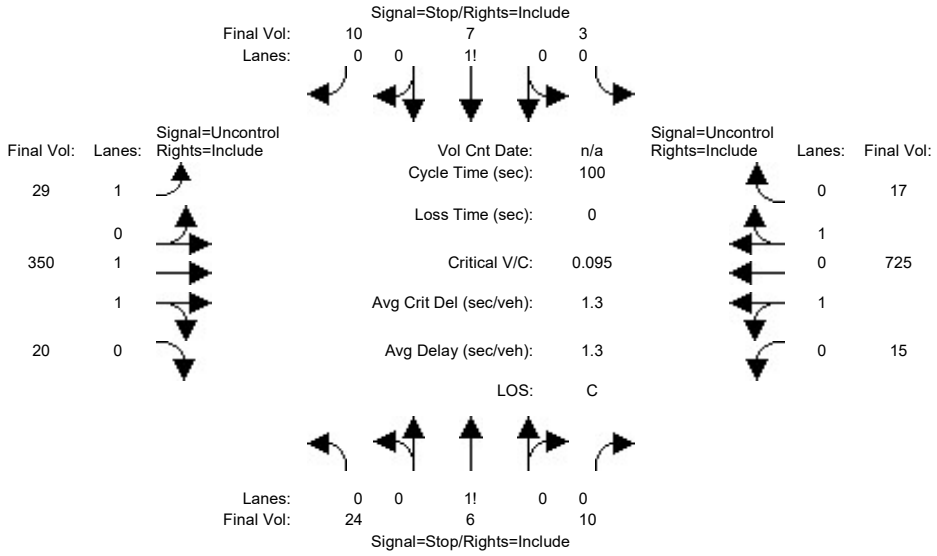


```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  167   172   559  277   170   871 1264 xxxxx xxxxx  758 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 167   172   559  277   170   871 1264 xxxxx xxxxx  758 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PP AM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                    E. Santa Clara St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    6    6     3    7   10    29  350     6    11  725    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9    6    6     3    7   10    29  350     6    11  725    17
Added Vol:     15    0    4     0    0    0     0    0    14     4    0     0
PasserByVol:    0    0    0     0    0    0     0    0     0     0    0     0
Initial Fut:   24    6   10     3    7   10    29  350    20    15  725    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24    6   10     3    7   10    29  350    20    15  725    17
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
FinalVolume:   24    6   10     3    7   10    29  350    20    15  725    17
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  814 1190   185  1000 1192   371   742 xxxx xxxxx   370 xxxx xxxxx
Potent Cap.:  273  189   832   200  189   632   874 xxxx xxxxx  1200 xxxx xxxxx
Move Cap.:    252  181   832   186  180   632   874 xxxx xxxxx  1200 xxxx xxxxx
Volume/Cap:  0.10 0.03  0.01  0.02 0.04  0.02  0.03 xxxx  xxxx  0.01 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  285 xxxxx  xxxx  283 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 19.7 xxxxx xxxxx 18.7 xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:     *    C     *     *    C     *     *    *     *     A    *     *
ApproachDel:      19.7            18.7           xxxxxx           xxxxxx
ApproachLOS:       C               C               *                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                      #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                     #2
Cycle Time:                                         0 secs
InitVolume:                                    0     0
Saturation:                                    0     0
ArrivalType:                                   0     0
G/C:                                        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                         0.000 0.000
gq1:                                        0.00  0.00
gq2:                                        0.00  0.00
gq:                                         0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                          0.000
beta:                                           0.000
ta (secs):                                      0.000
F:                                              0.000
f:                                         0.000 0.000
vcmax:                                         0     0
vcg:                                           0     0
vcmin:                                         0     0
tp:                                          0.0   0.0
p:                                              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                        0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 814  1190   185 1000  1192   371  742 xxxxx xxxxx  370 xxxxx xxxxx
AdjCnflVol:  814  1190   185 1000  1192   371  742 xxxxx xxxxx  370 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 814  1190   185 1000  1192   371  742 xxxxx xxxxx  370 xxxxx xxxxx
```

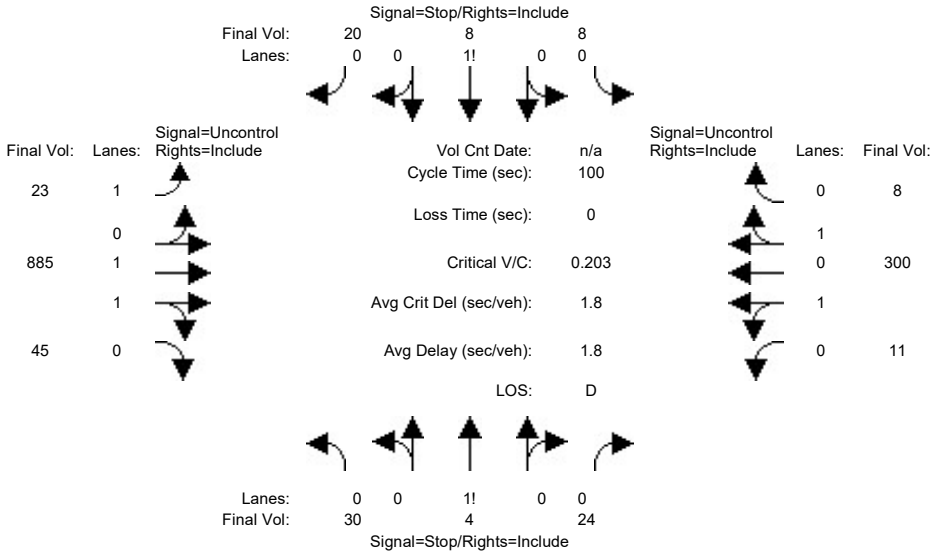


```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  273   189   832  200   189   632  874 xxxxx xxxxx 1200 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 273   189   832  200   189   632  874 xxxxx xxxxx 1200 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PP PM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                  E. Santa Clara St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      10    4    19     8    8    20    23  885    23     5  300     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    4    19     8    8    20    23  885    23     5  300     8
Added Vol:     20    0     5     0    0     0     0    0    22     6    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   30    4    24     8    8    20    23  885    45    11  300     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    30    4    24     8    8    20    23  885    45    11  300     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   30    4    24     8    8    20    23  885    45    11  300     8
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1130 1284   465   817 1302   154   308 xxxx xxxxx   930 xxxx xxxxx
Potent Cap.:  161  166   550   272  162   871  1264 xxxx xxxxx   744 xxxx xxxxx
Move Cap.:    148  161   550   249  157   871  1264 xxxx xxxxx   744 xxxx xxxxx
Volume/Cap:  0.20 0.02  0.04  0.03 0.05  0.02  0.02 xxxx  xxxx  0.01 xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   9.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  213 xxxxx  xxxx  339 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.1 xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 28.1 xxxxx xxxxx 16.9 xxxxx xxxxx xxxx xxxxx   9.9 xxxx xxxxx
Shared LOS:     *    D     *     *    C     *     *    *     *     A    *     *
ApproachDel:      28.1             16.9           xxxxxx           xxxxxx
ApproachLOS:         D              C               *                *
Note: Queue reported is the number of cars per lane.
-----------|--------------||--------------||--------------||--------------|
HevVeh:             0%               0%               0%               0%
Grade:              0%               0%               0%               0%
Peds/Hour:          0                0                0                0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                        #1
Dist(miles):                                      0.000
Speed (mph):                                       0.00
SignalIndex:                                       #2
Cycle Time:                                           0 secs
InitVolume:                                     0     0
Saturation:                                     0     0
ArrivalType:                                    0     0
G/C:                                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                           0.000 0.000
gq1:                                          0.00  0.00
gq2:                                          0.00  0.00
gq:                                           0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                              0.000
beta:                                               0.000
ta (secs):                                          0.000
F:                                                  0.000
f:                                           0.000 0.000
vcmax:                                          0     0
vcg:                                            0     0
vcmin:                                          0     0
tp:                                           0.0   0.0
p:                                                  0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                        0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1130  1284   465  817  1302   154  308 xxxxx xxxxx  930 xxxxx xxxxx
AdjCnflVol: 1130  1284   465  817  1302   154  308 xxxxx xxxxx  930 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol:1130  1284   465  817  1302   154  308 xxxxx xxxxx  930 xxxxx xxxxx
```

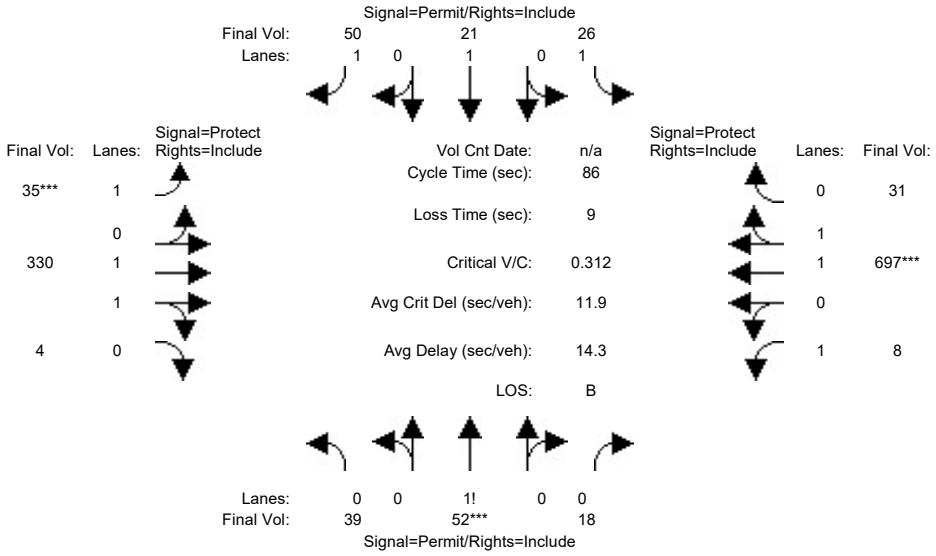


```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  161   166   550  272   162   871 1264 xxxxx xxxxx  744 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 161   166   550  272   162   871 1264 xxxxx xxxxx  744 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #2: 13th/E. Santa Clara



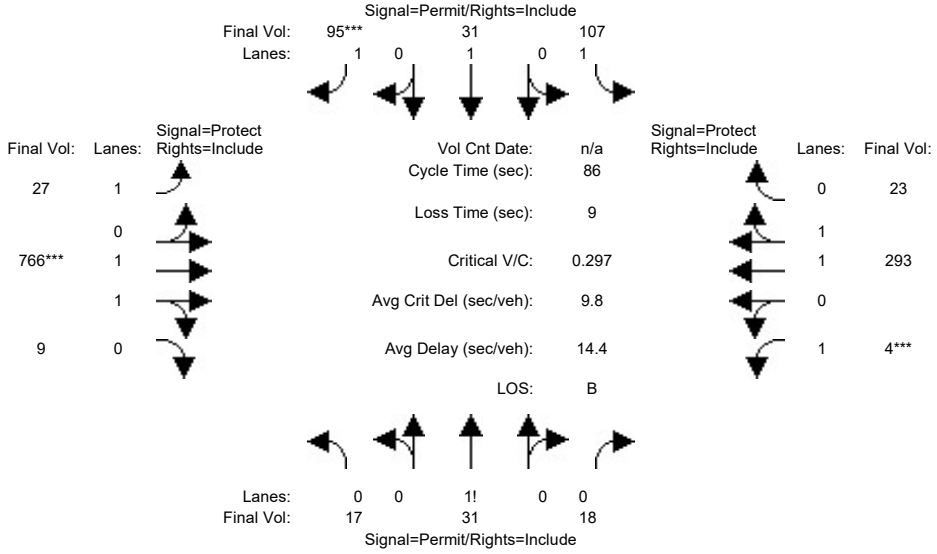
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	52	18	26	21	50	35	330	4	8	697	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	52	18	26	21	50	35	330	4	8	697	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	52	18	26	21	50	35	330	4	8	697	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	52	18	26	21	50	35	330	4	8	697	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	52	18	26	21	50	35	330	4	8	697	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	52	18	26	21	50	35	330	4	8	697	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.36	0.48	0.16	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.91	0.09
Final Sat.:	626	835	289	1750	1900	1750	1750	3656	44	1750	3542	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.03	0.02	0.09	0.09	0.00	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	7.0	35.4	35.4	24.8	53.2	53.2
Volume/Cap:	0.32	0.32	0.32	0.08	0.06	0.15	0.25	0.22	0.22	0.02	0.32	0.32
Delay/Veh:	30.2	30.2	30.2	28.3	28.2	28.8	37.9	16.4	16.4	21.9	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	28.3	28.2	28.8	37.9	16.4	16.4	21.9	7.9	7.9
LOS by Move:	C	C	C	C	C	C	D+	B	B	C+	A	A
HCM2k95thQ:	6	6	6	1	1	3	2	6	6	0	9	9

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #2: 13th/E. Santa Clara



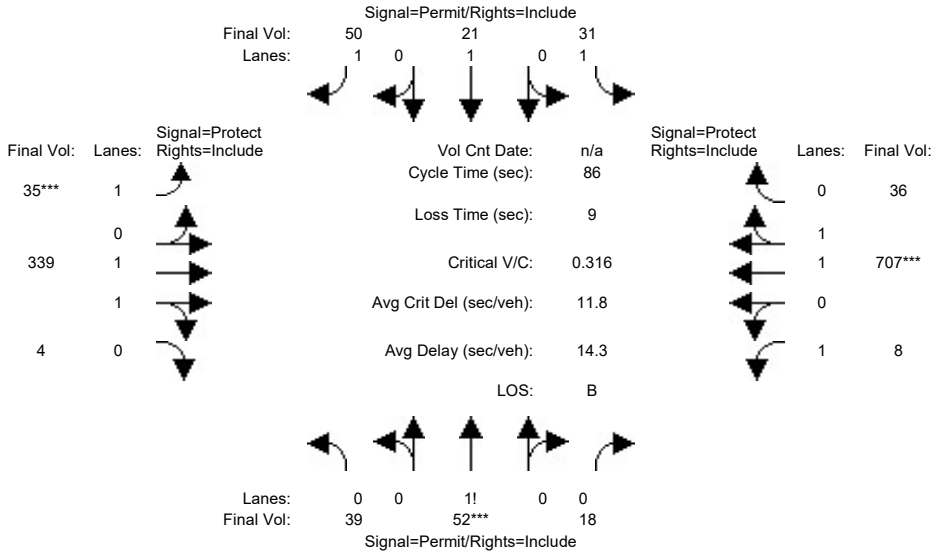
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	31	18	107	31	95	27	766	9	4	293	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	31	18	107	31	95	27	766	9	4	293	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	31	18	107	31	95	27	766	9	4	293	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	31	18	107	31	95	27	766	9	4	293	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	31	18	107	31	95	27	766	9	4	293	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	31	18	107	31	95	27	766	9	4	293	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.47	0.27	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.85	0.15
Final Sat.:	451	822	477	1750	1900	1750	1750	3657	43	1750	3430	269
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.02	0.05	0.02	0.21	0.21	0.00	0.09	0.09
Crit Moves:						****		****			****	
Green Time:	14.4	14.4	14.4	14.4	14.4	14.4	25.8	55.6	55.6	7.0	36.8	36.8
Volume/Cap:	0.23	0.23	0.23	0.36	0.10	0.32	0.05	0.32	0.32	0.03	0.20	0.20
Delay/Veh:	31.4	31.4	31.4	32.5	30.4	32.2	21.5	6.9	6.9	36.4	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	32.5	30.4	32.2	21.5	6.9	6.9	36.4	15.4	15.4
LOS by Move:	C	C	C	C-	C	C-	C+	A	A	D+	B	B
HCM2k95thQ:	4	4	4	6	2	5	1	9	9	0	5	5

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #2: 13th/E. Santa Clara



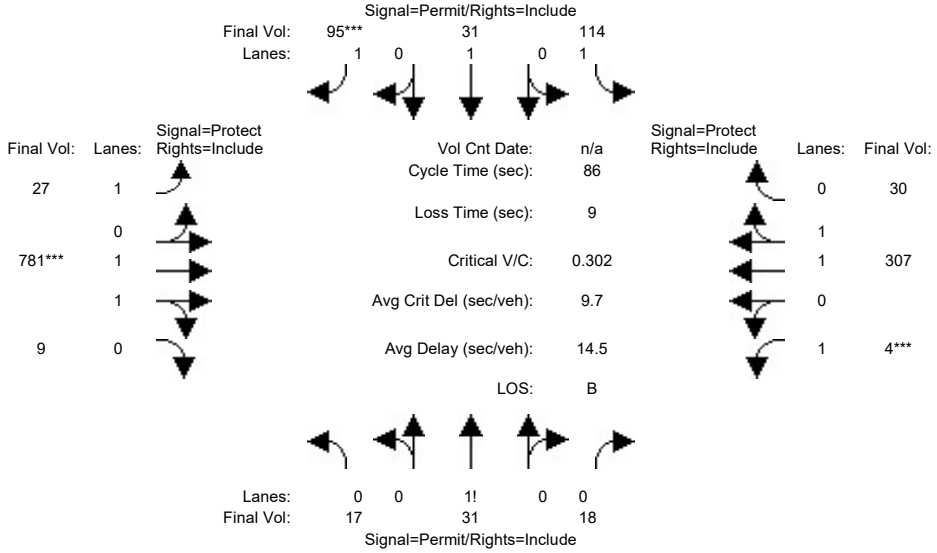
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	52	18	26	21	50	35	330	4	8	697	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	52	18	26	21	50	35	330	4	8	697	31
Added Vol:	0	0	0	5	0	0	0	9	0	0	10	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	52	18	31	21	50	35	339	4	8	707	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	52	18	31	21	50	35	339	4	8	707	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	52	18	31	21	50	35	339	4	8	707	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	52	18	31	21	50	35	339	4	8	707	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.36	0.48	0.16	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.90	0.10
Final Sat.:	626	835	289	1750	1900	1750	1750	3657	43	1750	3521	179
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.01	0.03	0.02	0.09	0.09	0.00	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	16.6	16.6	16.6	16.6	16.6	16.6	7.0	35.5	35.5	24.9	53.4	53.4
Volume/Cap:	0.32	0.32	0.32	0.09	0.06	0.15	0.25	0.22	0.22	0.02	0.32	0.32
Delay/Veh:	30.4	30.4	30.4	28.6	28.4	29.1	37.9	16.4	16.4	21.8	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	28.6	28.4	29.1	37.9	16.4	16.4	21.8	7.8	7.8
LOS by Move:	C	C	C	C	C	C	D+	B	B	C+	A	A
HCM2k95thQ:	6	6	6	2	1	3	2	6	6	0	9	9

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #2: 13th/E. Santa Clara



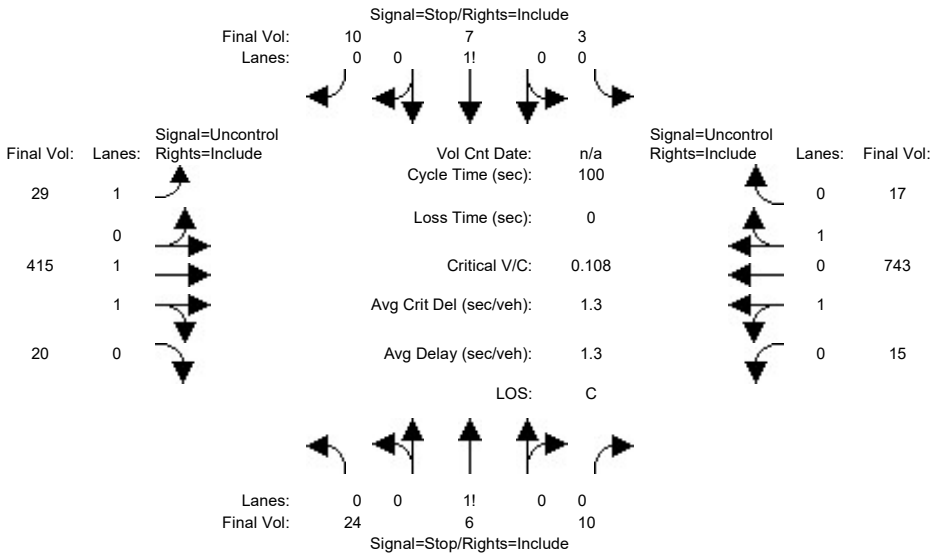
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	31	18	107	31	95	27	766	9	4	293	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	31	18	107	31	95	27	766	9	4	293	23
Added Vol:	0	0	0	7	0	0	0	15	0	0	14	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	31	18	114	31	95	27	781	9	4	307	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	31	18	114	31	95	27	781	9	4	307	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	31	18	114	31	95	27	781	9	4	307	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	31	18	114	31	95	27	781	9	4	307	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.47	0.27	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.82	0.18
Final Sat.:	451	822	477	1750	1900	1750	1750	3658	42	1750	3370	329
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.02	0.05	0.02	0.21	0.21	0.00	0.09	0.09
Crit Moves:						****		****			****	
Green Time:	14.2	14.2	14.2	14.2	14.2	14.2	25.9	55.8	55.8	7.0	36.9	36.9
Volume/Cap:	0.23	0.23	0.23	0.39	0.10	0.33	0.05	0.33	0.33	0.03	0.21	0.21
Delay/Veh:	31.6	31.6	31.6	33.0	30.6	32.4	21.4	6.8	6.8	36.4	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	33.0	30.6	32.4	21.4	6.8	6.8	36.4	15.5	15.5
LOS by Move:	C	C	C	C-	C	C-	C+	A	A	D+	B	B
HCM2k95thQ:	4	4	4	7	2	5	1	9	9	0	6	6

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                    E. Santa Clara St.
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9     6     6     3     7    10    29   350     6    11   725    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9     6     6     3     7    10    29   350     6    11   725    17
Added Vol:     15     0     4     0     0     0     0     0    14     4     0     0
PasserByVol:    0     0     0     0     0     0     0    65     0     0    18     0
Initial Fut:   24     6    10     3     7    10    29   415    20    15   743    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24     6    10     3     7    10    29   415    20    15   743    17
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:   24     6    10     3     7    10    29   415    20    15   743    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5   6.5   6.9   7.5   6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5   4.0   3.3   3.5   4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  888 1273   218  1050 1275   380   760 xxxx xxxxx   435 xxxx xxxxx
Potent Cap.:  241  169   793   184  169   624   861 xxxx xxxxx  1135 xxxx xxxxx
Move Cap.:    222  161   793   170  161   624   861 xxxx xxxxx  1135 xxxx xxxxx
Volume/Cap:  0.11 0.04  0.01  0.02 0.04  0.02  0.03 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:    *     *     *     *     *     *     A     *     *     A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  253 xxxxx  xxxx  259 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 21.9 xxxxx xxxxx 20.1 xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx
Shared LOS:     *     C     *     *     C     *     *     *     *     A     *     *
ApproachDel:      21.9             20.1           xxxxxx           xxxxxx
ApproachLOS:         C                C               *                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:             0%              0%              0%              0%
Grade:              0%              0%              0%              0%
Peds/Hour:          0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet          12 feet          12 feet          12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                        #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                       #2
Cycle Time:                                         0 secs
InitVolume:                                     0     0
Saturation:                                     0     0
ArrivalType:                                    0     0
G/C:                                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                           0.000 0.000
gq1:                                          0.00  0.00
gq2:                                          0.00  0.00
gq:                                           0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                              0.000
beta:                                               0.000
ta (secs):                                          0.000
F:                                                  0.000
f:                                           0.000 0.000
vcmax:                                          0     0
vcg:                                            0     0
vcmin:                                          0     0
tp:                                           0.0   0.0
p:                                                  0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                        0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 888  1273   218 1050  1275   380  760 xxxxx xxxxx  435 xxxxx xxxxx
AdjCnflVol:  888  1273   218 1050  1275   380  760 xxxxx xxxxx  435 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 888  1273   218 1050  1275   380  760 xxxxx xxxxx  435 xxxxx xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period
```

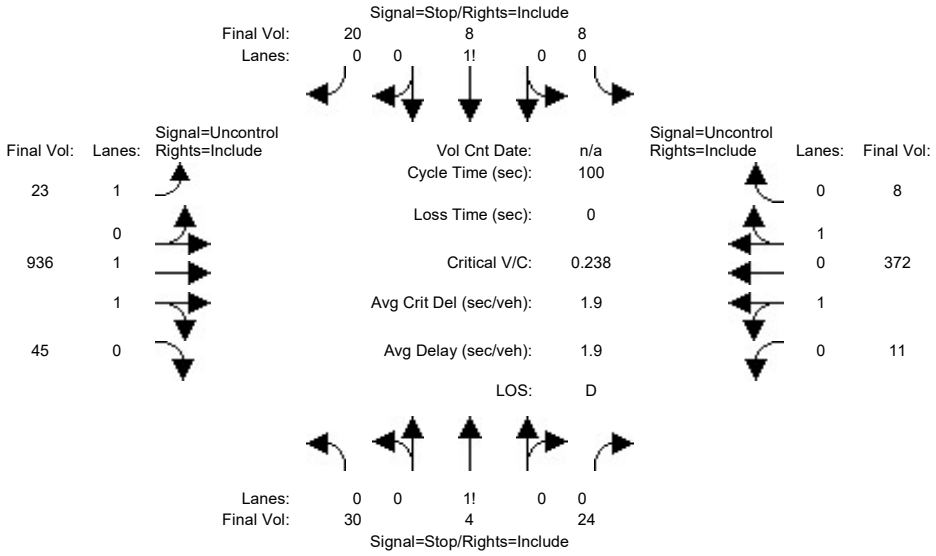


```
InitPotCap:  241   169   793  184   169   624  861 xxxxx xxxxx 1135 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 241   169   793  184   169   624  861 xxxxx xxxxx 1135 xxxxx xxxxx
```

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #1: 14th/E. Santa Clara




```
Street Name:            14th St                  E. Santa Clara St.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      10    4    19     8    8    20    23  885    23     5  300     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    4    19     8    8    20    23  885    23     5  300     8
Added Vol:     20    0     5     0    0     0     0    0    22     6    0     0
PasserByVol:    0    0     0     0    0     0     0   51     0     0   72     0
Initial Fut:   30    4    24     8    8    20    23  936    45    11  372     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    30    4    24     8    8    20    23  936    45    11  372     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   30    4    24     8    8    20    23  936    45    11  372     8
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1217 1407   491   914 1425   190   380 xxxx xxxxx   981 xxxx xxxxx
Potent Cap.:  139  140   529   231  137   826  1190 xxxx xxxxx   712 xxxx xxxxx
Move Cap.:    126  136   529   210  132   826  1190 xxxx xxxxx   712 xxxx xxxxx
Volume/Cap:  0.24 0.03  0.05  0.04 0.06  0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx  10.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  185 xxxxx  xxxx  293 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.3 xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
Shrd ConDel:xxxxx 33.0 xxxxx xxxxx 19.0 xxxxx xxxxx xxxx xxxxx  10.1 xxxx xxxxx
Shared LOS:     *    D     *     *    C     *     *     *     *     B     *     *
ApproachDel:      33.0            19.0           xxxxxx           xxxxxx
ApproachLOS:         D              C               *                *
Note: Queue reported is the number of cars per lane.
-----------|--------------||--------------||--------------||--------------|
HevVeh:            0%              0%              0%              0%
Grade:             0%              0%              0%              0%
Peds/Hour:         0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:       12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                                      #1
Dist(miles):                                    0.000
Speed (mph):                                     0.00
SignalIndex:                                     #2
Cycle Time:                                         0 secs
InitVolume:                                    0     0
Saturation:                                    0     0
ArrivalType:                                   0     0
G/C:                                        0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                                          0.000 0.000
gq1:                                         0.00  0.00
gq2:                                         0.00  0.00
gq:                                          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                                          0.000
beta:                                           0.000
ta (secs):                                      0.000
F:                                              0.000
f:                                          0.000 0.000
vcmax:                                         0     0
vcg:                                           0     0
vcmin:                                         0     0
tp:                                          0.0   0.0
p:                                              0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:                                  0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:1217  1407   491  914  1425   190  380 xxxxx xxxxx  981 xxxxx xxxxx
AdjCnflVol: 1217  1407   491  914  1425   190  380 xxxxx xxxxx  981 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol:1217  1407   491  914  1425   190  380 xxxxx xxxxx  981 xxxxx xxxxx
```

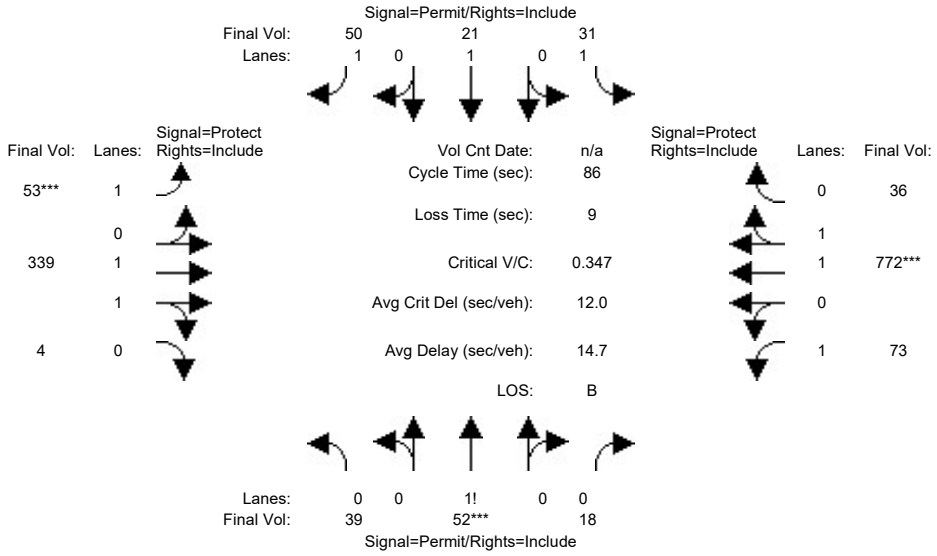


```
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap:  139   140   529  231   137   826 1190 xxxxx xxxxx  712 xxxxx xxxxx
UpstreamAdj:1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
Potent Cap.: 139   140   529  231   137   826 1190 xxxxx xxxxx  712 xxxxx xxxxx
```


644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #2: 13th/E. Santa Clara



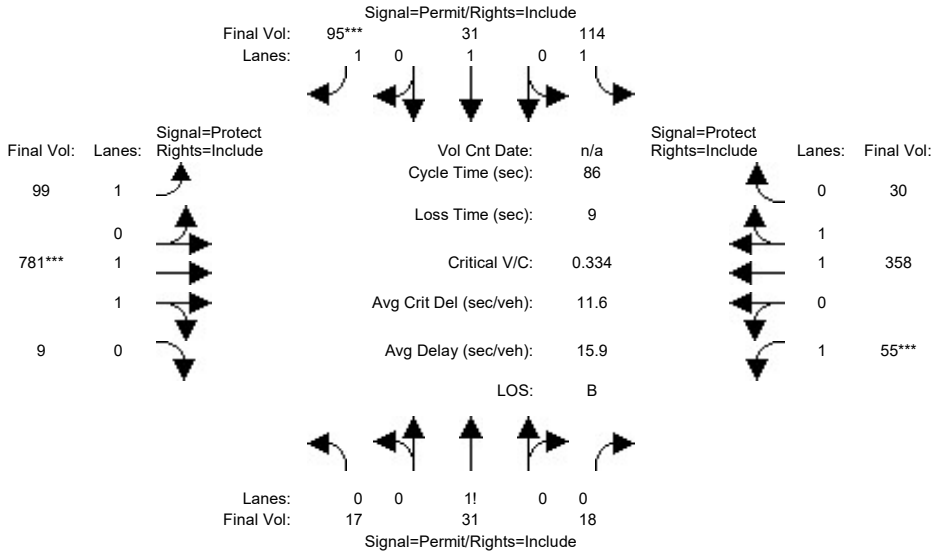
Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	52	18	26	21	50	35	330	4	8	697	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	52	18	26	21	50	35	330	4	8	697	31
Added Vol:	0	0	0	5	0	0	0	9	0	0	10	5
PasserByVol:	0	0	0	0	0	0	18	0	0	65	65	0
Initial Fut:	39	52	18	31	21	50	53	339	4	73	772	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	52	18	31	21	50	53	339	4	73	772	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	52	18	31	21	50	53	339	4	73	772	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	52	18	31	21	50	53	339	4	73	772	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.36	0.48	0.16	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.91	0.09
Final Sat.:	626	835	289	1750	1900	1750	1750	3657	43	1750	3535	165
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.01	0.03	0.03	0.09	0.09	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	7.5	36.2	36.2	25.4	54.1	54.1
Volume/Cap:	0.35	0.35	0.35	0.10	0.06	0.16	0.35	0.22	0.22	0.14	0.35	0.35
Delay/Veh:	31.6	31.6	31.6	29.6	29.4	30.1	38.3	16.0	16.0	22.4	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	29.6	29.4	30.1	38.3	16.0	16.0	22.4	7.7	7.7
LOS by Move:	C	C	C	C	C	C	D+	B	B	C+	A	A
HCM2k95thQ:	6	6	6	2	1	3	4	6	6	3	10	10

Note: Queue reported is the number of cars per lane.

644 E. Santa Clara LTA
SJ22-2173

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #2: 13th/E. Santa Clara



Street Name:	13th St						E. Santa Clara St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	31	18	107	31	95	27	766	9	4	293	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	31	18	107	31	95	27	766	9	4	293	23
Added Vol:	0	0	0	7	0	0	0	15	0	0	14	7
PasserByVol:	0	0	0	0	0	0	72	0	0	51	51	0
Initial Fut:	17	31	18	114	31	95	99	781	9	55	358	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	31	18	114	31	95	99	781	9	55	358	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	31	18	114	31	95	99	781	9	55	358	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	31	18	114	31	95	99	781	9	55	358	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.47	0.27	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.84	0.16
Final Sat.:	451	822	477	1750	1900	1750	1750	3658	42	1750	3414	286
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.02	0.05	0.06	0.21	0.21	0.03	0.10	0.10
Crit Moves:						****		****			****	
Green Time:	14.0	14.0	14.0	14.0	14.0	14.0	26.0	54.9	54.9	8.1	37.1	37.1
Volume/Cap:	0.23	0.23	0.23	0.40	0.10	0.33	0.19	0.33	0.33	0.33	0.24	0.24
Delay/Veh:	31.8	31.8	31.8	33.2	30.8	32.6	22.4	7.2	7.2	37.6	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	33.2	30.8	32.6	22.4	7.2	7.2	37.6	15.6	15.6
LOS by Move:	C	C	C	C-	C	C-	C+	A	A	D+	B	B
HCM2k95thQ:	4	4	4	7	2	5	4	10	10	4	7	7

Note: Queue reported is the number of cars per lane.

Appendix E:
Final TDM Plan